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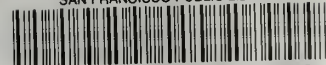
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September 15, 1950

REPORT TO HONORABLE ELMER E. ROBINSON, MAYOR

CITY AND COUNTY OF SAN FRANCISCO

Statement of Activities of the Parking Authority  
City and County of San Francisco  
Fiscal Year Ending June 30, 1950, with Additions to Date

#### ORGANIZATION

The Parking Authority of the City and County of San Francisco was created on October 13, 1949, the date on which the Resolution of Necessity #9126 became effective, following adoption by the Board of Supervisors on October 3, 1949, and approval by yourself on October 6, 1949. The first regular meeting of the Authority was held on October 31, 1949. The General Manager and Secretary to the Authority were appointed to their respective positions at this time.

The Authority budget, subsequently adopted by the Board of Supervisors and approved by yourself, became effective on December 9, 1949.

The Authority offices at 500 Golden Gate Avenue became available for temporary occupancy on January 12, 1950. They were completed for permanent use on May 9, 1950.

#### PERIOD OF PRODUCTIVE ACTIVITY

Inasmuch as the employment of staff personnel, receipt of necessary working supplies, equipment and furniture were completed as of the second week in February, it is reasonable to report that the Authority has been on a functioning basis for a period of seven months as of this date.

#### MEETINGS AND CONFERENCES

Since its creation, the Authority has held 12 regular monthly meetings, 21 informal meetings, 3 special meetings and 9 conference meetings, a total of 45 meetings in all. The attendance of the members of the Authority and delegated staff members at these meetings and conferences has been practically 100%. In addition, there have been innumerable informal interviews, conferences and committee appearances attended by staff members, the Chairman and various members of the Authority as occasion demanded.



## POLICY AND PROGRAM

The general policies and program of the Authority were determined shortly after its organization and are best exemplified by the following Declaration of Purposes, Policy and Program for Off-Street Parking Facilities dated February 8, 1950:

"The Parking Authority of the City and County of San Francisco has been created by the "Parking Law of 1949" of the State of California and for the purpose therein set forth. That purpose is the supplying of additional off-street parking facilities to reduce serious conditions of congestion of street traffic which is obstructing access to and use of both public and private property, increasing traffic hazards, impeding rapid and effective fighting of fires and the disposition of police forces and endangering the public peace, health and safety.

"The City and the State have declared that the supplying of additional off-street parking facilities and the performance of all undertakings incident thereto are public uses and purposes for which public money may be spent and private property acquired and are governmental functions.

"The Parking Authority has been created as an arm of City government with the responsibility of prosecuting the above program. It has been delegated the powers deemed necessary to accomplish this program.

"The program of the Authority contemplates the following steps:

1. Stimulation of private enterprise to finance and construct the facilities required under the off-street parking program.

In the event results are inadequate the Authority will proceed to the next step; namely,

2. Cooperation with private enterprise in securing sites for garage construction.

Such garage sites, purchased by the Authority through negotiation or by process of condemnation, will be made available on mutually agreeable terms to private parties for construction and operation of garages thereon. Again, if results are inadequate, the next step will be taken; namely,

3. Financing and construction of garages, including site acquisition, by the Authority itself.

Private parties will then be invited to submit bids for operation of the completed project. In the event satisfactory bids are not forthcoming, the Authority will have recourse to,

4. Operation of the completed facilities.





"The Authority wishes to emphasize that it will exercise its powers of financing, site acquisition construction and operation only as a necessary supplement to the ability of private enterprise to perform.

"The Authority has begun a study of existing garage capacities and parking demand together with all related factors and data necessary to establish areas of Primary Off-Street Parking Demand. The Authority will avail itself of all resources and facilities obtainable from all City departments, City offices and City officials in accomplishing its objectives. Following this study, it will propose a Master Plan for Off-Street Parking Facilities. Before final adoption, the Plan will be published in tentative form for the information and reaction of all interested parties and the public. Public hearings will be held, opinions invited and the Plan carefully reviewed before its final adoption as a blueprint of locations for public garage construction.

"Following adoption of the Master Plan for Off-Street Parking Facilities, the Authority will invite proposals or bids for construction of public parking garages in any or all of the locations of Primary Off-Street Parking Demand.

"Upon receipt of satisfactory proposals or bids, the Authority will select the most advantageous and proceed with the construction program.

"There is presently no basis on which a time schedule for completion of the foregoing program can be established. However, it will be the purpose of the Authority to:

1. Assemble and analyse all data available on which to base a tentative Master Parking Plan.
2. Hold public hearings and thereafter adopt a Master Parking Plan as the basis for official action.
3. Receive and consider bids.
4. Undertake to bring about a completion of approved proposals at the earliest possible date consistent with a proper consideration of all the foregoing factors and with the full realization of the necessity of continuing to give prompt attention to ways and means for the solution of our parking problems."

#### ACCOMPLISHMENTS TO DATE

##### Information on File on Off-Street Parking:

Public participation in provision of off-street parking facilities is new. The San Francisco Parking Authority, together with other parking authorities throughout the country, is a pioneer in this field.





In the absence of established rules of procedure, it has been necessary to seek factual data on off-street parking based on the experience and plans of other cities which may have application to the San Francisco problem.

From its very inception, the Authority began building an information file on off-street parking. This file is constantly expanding. To date it embraces an exchange of information with 34 principal cities including Baltimore, Boston, Chicago, Denver, Des Moines, Detroit, Los Angeles, Milwaukee, Minneapolis, New York City, Philadelphia, Pittsburgh, Seattle, Vancouver, B. C., and Washington, D. C.

#### Studies of Proposed Parking Garage Locations:

The Authority has made preliminary studies of 25 proposed sites for off-street parking facilities; 21 to serve the downtown business section and 4 to serve neighborhood retail shopping areas.

The principal ones under consideration at this time are:

1. St. Mary's Park
2. Civic Center Plaza
3. Kearny-Pine-California
4. Portsmouth Square
5. Mission Street (Miracle Mile) Area
6. West Portal Avenue Area

#### Studies of Proposed Parking Lot and Garage Projects:

The Authority has made studies of 7 detailed plans submitted for the construction of public parking garages and lots as follows:

1. St. Mary's Park (Underground Garage) #1
2. St. Mary's Park (Underground Garage) #2
3. St. Mary's Park (Underground Garage) #3
4. Civic Center Plaza (Underground Garage)
5. Kearny-Pine-California (Surface Garage)
6. Bartlett Street (Parking Lot - Mission District)
7. Wawona Avenue (Parking Lot - West Portal Avenue District)

#### Engineering Studies and Reports:

##### St. Mary's Square Area:

An engineering study intended to furnish the basis for recommendations for a garage or garages in the St. Mary's Square Area has just been completed by the Bureau of Engineering of the Department of Public Works of the City and County of San Francisco on behalf of the Authority. Copies of this report entitled "Report to Parking Authority of San Francisco on Proposed Public Garages in Vicinity of Saint Mary's Square" are submitted herewith for your information.



Underground Borings - St. Mary's Square:

The Authority arranged for additional test borings in St. Mary's Square to further determine the feasibility of underground construction in that location.

West Portal Avenue Retail District:

The Bureau of Engineering of the Department of Public Works of the City and County of San Francisco has filed a preliminary report on location, cost and potential revenues of a parking lot to serve the West Portal Avenue shopping district at the request and on behalf of the Authority. This matter is under study at this time.

Fringe Parking Report:

A study to examine the possibilities of the use of perimeter parking in San Francisco as a partial solution of the parking problem has been made by Eric A. Mohr, Municipal Affairs Intern, Coro Foundation, San Francisco, with the cooperation and on behalf of the Authority.

Copies of the report are herewith submitted for your information. You will observe the conclusion that a fringe parking program is not desirable at this time.

Engineering Studies and Reports - In Progress

Civic Center Plaza Underground Garage:

The Bureau of Engineering, Department of Public Works, City and County of San Francisco, is engaged in a traffic study of the Civic Center area on behalf of the Authority. The study is being made to ascertain the potential parking demand for an underground garage beneath the Civic Center Plaza. It will assist the Authority in arriving at determination as to the proper parking capacity and feasibility of a garage in that location. The report should be ready by October 1, 1950.

Bartlett Street Parking Lot - Mission District:

The Bureau of Engineering is preparing a time and cost estimate of a study to determine the economic feasibility of a parking lot to serve the Mission Street retail shopping district.



### IMMEDIATE PLANS AND OBJECTIVES

In view of the rapid expansion of the war effort, the Authority has been increasingly mindful of its mandate to provide additional off-street parking facilities in order that traffic congestion endangering the public health and safety may be relieved as quickly as possible. The parking of automobiles off the city streets will be of material aid in the movement of the police, fire fighting equipment and the military in the event of an emergency. It will also greatly facilitate the movement of war supplies and materiel through the port.

In consideration of the above facts, the Authority has made every effort to speed up its program. Its immediate plans and objectives are as follows:

1. To call for bids for a garage or garages in the St. Mary's Square area as quickly as conclusions can be reached on the basis of the report of the Bureau of Engineering, just received.

From preliminary negotiations with potential bidders, it appears that bids to be received may present the following alternatives for consideration:

1. Full private financing.
  2. Joint private and public financing.
  3. Full public financing.
2. Proceed with an engineering study of the proper size and economic feasibility of an underground garage beneath Civic Center Plaza as the basis for a call for bids for a garage in that location.
  3. Proceed with an engineering study of the economic feasibility of the proposed Bartlett Street Parking Lot (Mission retail shopping district) to be followed by a call for bids for such a facility.
  4. Continue studies of the economic feasibility of the proposed Wawona Avenue Parking Lot (West Portal Avenue District) looking toward a call for bids as soon as the proper action can be determined.
  5. Evaluate additional sites and plans for parking garages and parking lots in the congested downtown and other business areas of the city for the earliest possible action thereon.

### CURRENT FINANCING AND CAPITAL PROGRAMS

Administrative expenses of the Authority and the cost of special technical and engineering services, beyond those available from other departments of the City and County without charge, are being met by appropriations from the General Fund. Accounting for these funds is made by the regular quarterly financial reports of the Authority.





The Authority has no capital funds with which to finance its program of public improvements.

The issuance of \$5,000,000 general obligation bonds to finance the acquisition and construction of off-street parking facilities was, however, authorized at the election of November, 1947. It is assumed that initial financing of the Authority's off-street parking program should be made from that fund and recommendations to that effect will be made to yourself and the Board of Supervisors as the program progresses.

In connection with the financing of the off-street parking capital program, the Authority wishes to comment on the practice, now quite general throughout California and the nation, of utilizing part or all of the net revenues from parking meters to assist in the financing of new off-street parking facilities.

The City Attorney has given an opinion that appropriate laws allow the Board of Supervisors to allocate any or all of the net income from parking meters in San Francisco to the financing of off-street parking facilities.

A State Constitutional Amendment giving public bodies the right to pledge the future revenue of parking meters as additional security for off-street parking facility revenue bonds carried by an overwhelming majority at the June, 1950 election. The assumption was implicit in the amendment that parking meter funds should be utilized to finance off-street parking facilities.

The Authority recommends consideration of the utilization of the net revenues from parking meters in San Francisco for the purpose of assistance in financing San Francisco's off-street parking program in the event additional financial support should be found desirable.

#### CONCLUSION

The Authority is deeply appreciative of the assistance, cooperation and many courtesies extended by yourself, the members of the Board of Supervisors, the Chief Administrative Officer, the Controller, the City Attorney, the City Engineer and many other department heads and their staffs which have contributed so materially to its progress during this first period of organization.

Respectfully submitted by and on  
behalf of the Parking Authority of  
the City and County of San Francisco,

Vining T. Fisher, General Manager





September 15, 1950

SUPPLEMENT TO REPORT TO HONORABLE ELMER E. ROBINSON, MAYOR

CITY AND COUNTY OF SAN FRANCISCO

Preparations for Civilian Defense by the Parking Authority  
City and County of San Francisco

Although the Parking Authority has been engrossed since its creation in the manifold details of organization and preparation of the groundwork for San Francisco's over-all off-street parking program, it has been keenly conscious from the inception of its work of the desirability, if not indeed the necessity, of integrating the proposed new system of garages with the pattern of civilian defense.

In the first instance, the provision of additional off-street parking space which will free the streets of curb parking, which is a primary cause of street traffic congestion, will itself materially assist traffic movements essential to civilian defense.

In the second place, the character of the garages themselves may be adapted to military and civilian defense needs in the event of wartime emergency conditions.

With the latter thought primarily in mind, the Authority has sought to determine the feasibility of bomb-proofing new underground garages contemplated in its program, particularly that proposed for the Civic Center Plaza.

It has conceived that a large underground garage beneath Civic Center Plaza, suitably bomb-proofed or bomb-resistant, would lend itself to certain very essential alternate emergency uses in the event of aerial attack upon the city. These would be:

1. An emergency shelter for the civilian population.
2. An emergency first aid headquarters.
3. A communications center.
4. An emergency headquarters for the various departments of civilian government.

On March 30, 1950, the Authority addressed an inquiry to certain public officials and atomic experts requesting an opinion on the feasibility and desirability of bomb-proofing the garages contemplated for construction.



Among them were National Secretary of Defense Louis Johnson, Acting Chairman Sumner T. Pike of the U. S. Atomic Energy Commission, Dr. Ernest O. Lawrence of the University of California and San Francisco City Engineer Ralph G. Wadsworth.

The questions submitted were:

1. Can surfaces of underground garages be sufficiently reinforced to provide protection against demolition bombs, the A bomb and the H bomb?
2. If so, what should be the character and strength of the protective covering?
3. The probable cost?

The most pertinent reply came from H. L. Bowman, Acting Chief, Civil Defense Liaison Branch, Division Biology and Medicine of the U. S. Atomic Energy Commission under date of April 7, 1950. Mr. Bowman said in part:

"An answer on feasibility must take into account two matters of considerable uncertainty: the power of the bomb and the distance from the structure to the point of detonation. Concerning a bomb of the strength of the Nagasaki bomb, detonating at the height of that bomb, it may be said that directly under the bomb a concrete roof 36 inches thick would probably permit some radiation sickness to persons protected by it, but no deaths. If an equal weight of earth is substituted for any concrete that is omitted, this thickness of the structure may be reduced. The designing engineers, of course, would have to make adequate provision for the blast effect of the weapon."

Informal discussions with Admiral Albert G. Cook, Director of Civilian Defense of the City and County of San Francisco, have resulted in the opinion that bomb-proofing of garages would be highly desirable if adequate engineering studies confirm it to be structurally and economically feasible. The Authority has requested Admiral Cook to secure that information for its use, if possible.

The economic aspects of bomb-proofing new public garages require careful consideration.



Supplement to Report to  
Honorable Elmer E. Robinson  
September 15, 1950 - Page #3

It appears that any underground garage offers certain protective features which will make a substantial contribution to civilian defense. That can be accomplished, of course, without additional cost. If special design and surface barriers are to be provided, there will be an appreciable added expense which cannot be properly charged to the normal use of such garages for parking purposes. It is the opinion of the Parking Authority that if special protective features for civilian defense are to be incorporated in the proposed new underground garages, that funds for the purpose must be provided by special appropriation by the Federal, State or local government.

Respectfully submitted by and on  
behalf of the Parking Authority of  
the City and County of San Francisco

Vining T. Fisher, General Manager





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September 15, 1952

REPORT TO HONORABLE ELMER E. ROBINSON, MAYOR

CITY AND COUNTY OF SAN FRANCISCO

Statement of Activities of the Parking Authority  
City and County of San Francisco  
Fiscal Year Ending June 30, 1952

Dear Mayor Robinson:

The San Francisco Parking Authority respectfully submits the following report of its activities for the fiscal year 1951-1952.

The Authority renders its financial reports on a quarterly basis, and you will therefore find copies of the four quarterly financial reports attached for your information.

Progress of Parking Program

The activities of the Parking Authority during the 1951-52 fiscal year were devoted principally to development of the following projects:

1. Final accomplishment of St. Mary's Square Garage.
2. Final accomplishment of the Mission-Bartlett Parking Plaza.

In addition, the Authority was concerned with the following important considerations:

1. The advisability of the establishment of off-street parking facilities in the West Portal district.
2. The advisability of the establishment of off-street parking facilities in the North Beach business area.
3. The preliminary development of off-street parking facilities in the Central Market Street area.
4. The character, capacity and economic feasibility of a parking facility for the Civic Center area.





St. Mary's Square Garage

During the fiscal year 1951-1952, all of the preliminary work required in connection with the construction of St. Mary's Square Garage was accomplished. This comprised:

1. Completion of land acquisition.
2. Completion of the call for bid documents and their approval and authorization of the publication of the call for bids by the Recreation and Park Commission and the City and County as joint lessors.
3. National Production Authority project approval.
4. National Production Authority construction materials allocation.
5. Continued stimulation of potential bidders for the financing, construction and operation of the garage.

With the apparent assurance that all obstacles had been removed, the call for bids for the financing, construction and operation of the garage was first published on September 26, 1951. The then existing credit controls imposed in connection with the National Voluntary Credit Restraint Program militated against the submission of bids, and the one otherwise satisfactory bid received in response to that call, was of necessity declared invalid because of a qualification with respect to approval of the required private financing.

Following the relaxation of credit controls on May 5, 1952, the call for bids was re-published on June 21, 1952. Although the date for reception of bids falls beyond the period in question, fiscal year 1951-1952, it should be noted that three bids were received and the award made to the highest responsible bidder, S. E. Onorato, Inc. and W. & B. Realty Co. The lease is now in process of execution. Certain salient facts with respect to the project and the lease are set forth below:

1. Investment of City and County in additional land - \$400,000 (approximately).
2. Estimated construction cost to be met by Lessee - \$2,100,000.
3. Total project cost - \$2,500,000.
4. Garage capacity - 326 parking stalls.
5. Period of lease - 33 years.
6. Rental - 4% of gross receipts.
7. Guaranteed minimum rental - \$1,225 per month.
8. Estimated completion date - December, 1953.



### Mission-Bartlett Parking Plaza

The development of this project embracing land acquisition and land clearance for a public parking lot 66,000 square feet in area and of a parking capacity of between 200 and 250 automobiles designed to park 1,000 automobiles per day was brought to substantial completion during the fiscal year.

Land and construction costs will approximate \$590,000. Financing is from the Parking Bond Fund of 1947.

The legal documents required for lease of the facility for private operation have been prepared and approved and authorization granted for the publication of the call for bids. Bidders will be required to guarantee a rental of \$18,000 per year as minimum payment under a percentage lease based on gross parking revenues.

It is planned that the call for bids shall be published at an early date, immediately following the completion of land clearance and the necessary improvements which are going forward with the cooperation of the Real Estate Department and the Department of Public Works.

### West Portal Area

The question of the necessity for and feasibility of providing off-street parking facilities for the West Portal Avenue retail shopping area received intensive study and the careful consideration of the Authority during the past fiscal year.

A report by the City Engineer received by the Authority in July, 1951 established certain facts which formed the basis for the following conclusions:

1. Land values for parking sites were exorbitantly high in proportion to potential revenues in the areas of potential parking demand.
2. New parking facilities could not be established in the district on a cost and revenue basis that would permit them to be financially self-sustaining.

Subsequent studies made by the Authority itself served only to confirm the above facts and conclusions and led finally to the decision that the Authority could not recommend the establishment of new parking facilities in the West Portal district unless and until a proper and satisfactory means of underwriting the potential deficit thereof might be found. It is believed that the advisability of allocating parking meter revenues for such purposes should be carefully explored.

### North Beach Area

Following a request of the North Beach Merchants and Boosters for a study of the necessity and feasibility of providing additional

THE UNIVERSITY OF CHICAGO  
DIVISION OF THE PHYSICAL SCIENCES

DEPARTMENT OF PHYSICS  
CHICAGO, ILLINOIS

TO THE HONORABLE CHAIRMAN OF THE BOARD OF TRUSTEES  
OF THE UNIVERSITY OF CHICAGO  
FROM THE DEPARTMENT OF PHYSICS  
SUBJECT: REPORT ON THE PROGRESS OF THE RESEARCH  
DURING THE YEAR 1954

The following report summarizes the work done in the Department of Physics during the year 1954. It is divided into two main parts: the first part deals with the work done in the field of atomic physics, and the second part deals with the work done in the field of nuclear physics.

In the field of atomic physics, the work has been directed towards the study of the properties of the hydrogen atom. The results of the experiments have shown that the energy levels of the hydrogen atom are in good agreement with the predictions of the quantum theory. The work has also shown that the fine structure of the hydrogen atom is in good agreement with the predictions of the quantum theory.

In the field of nuclear physics, the work has been directed towards the study of the properties of the nucleus. The results of the experiments have shown that the mass of the nucleus is in good agreement with the predictions of the quantum theory. The work has also shown that the spin of the nucleus is in good agreement with the predictions of the quantum theory.

The work done in the Department of Physics during the year 1954 has been of a high quality and has contributed significantly to the understanding of the properties of the atom and the nucleus. The results of the experiments have shown that the quantum theory is in good agreement with the experimental results.

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off-street parking facilities in the retail shopping and restaurant areas of the North Beach business district, the Authority made a careful analysis of the situation.

As a result of preliminary investigations by the Authority, it was concluded that a parking demand study was justified and necessary to establish the basic facts upon which a sound conclusion could be based. This study was made by the City Engineer on the Authority's behalf and the report submitted in June, 1952.

The facts presented by the City Engineer formed the basis for the following conclusions:

1. New parking facilities in the retail shopping areas, as such, would not be financially self-sustaining.
2. New parking facilities in the Broadway restaurant area would be justified on the basis of potential financial returns.

The Authority has requested that the Director of Property make preliminary land appraisals of a proposed site for a parking facility to serve the Broadway restaurant area with a view to making a recommendation for the official designation of a project site for that purpose.

#### Central Market Street Area

The necessity of additional parking facilities to meet the heavy retail and other business parking demand in the Central Market Street area has been apparent to the Parking Authority since its inception. The progress of the St. Mary's Square Garage and Mission-Bartlett Parking Plaza projects during the year made it possible for the Authority to begin the preliminary work required for parking projects in this area.

Arrangements were made with the City Engineer to make a thorough parking demand study including site recommendations, recommended capacities, estimated land and construction costs, and estimated operating revenues and costs for the central downtown area extending along Market Street between First Street and Seventh Street and some two to three blocks to the north and south thereof.

The City Engineer's report, dated November, 1951, demonstrated the need and economic feasibility for a substantial addition to the present parking accommodations in the Central Market Street area. The Authority has seven garage sites in that area under consideration at this time. They are adjacent to three centers of primary parking demand at 1) Third and Market, 2) Fifth and Market, and 3) North of Market generally between Stockton and Mason.

The Director of Property has been requested to make preliminary land appraisals of the properties that compose the sites under consideration. When these have been received, the Authority will be in a position to evaluate the relative merits of these sites from a parking and economic standpoint as the basis for specific project recommendations. It is hoped this may be accomplished in the very near future.

1. The first part of the report is a general introduction to the subject of the study.

2. The second part of the report is a detailed description of the methods used in the study.

3. The third part of the report is a discussion of the results of the study.

4. The fourth part of the report is a conclusion and a list of references.

5. The fifth part of the report is a list of appendices.

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### Civic Center Area

The economic feasibility of providing additional parking facilities in the Civic Center area adjacent to the City Hall has been a matter of primary concern to the Authority.

Earlier studies made on its behalf by Ramp Buildings Corporation demonstrated to the Authority that an underground garage beneath Civic Center Plaza would:

1. Be feasible from an engineering standpoint.
2. Meet a large unsatisfied parking demand provided rate schedules were held to an acceptable moderate parking fee.

The economic studies accompanying the corporation's report indicated, however, the probability of an extended interim period before the garage under consideration could become economically attractive as a private financial venture.

The Authority then asked Ramp Buildings Corporation to prepare an alternate plan of a smaller garage with a view to determining if such revision might result in a project of greater financial feasibility. The revised plan and accompanying economic report was received in August, 1952 and is under study and consideration by the Authority at this time. The capacities, estimated construction cost and potential revenues are as follows:

1. Capacity - 1,004 parking stalls (customer self-parking).
2. Levels - 5
3. Floor Area - 361,900 square feet
4. Construction Cost - \$3,258,300
5. Earnings before financial charges - 3,54% of capital cost (self parking basis).

As a purely interim and temporary addition to parking facilities in the Civic Center area, the Authority has recommended the establishment of a public parking lot at the site of the old Commerce High School Athletic Field until such time as it may be devoted to some permanent use.

### Suggestions

Inasmuch as it appears that it may be desirable to establish parking facilities for public convenience in areas of low economic parking demand, or before the full development of such demand, such as the Civic Center area and certain secondary retail areas, the Parking Authority believes the time has come that definite consideration should be given to the





utilization of the net revenues from parking meters in San Francisco for the purpose of assistance in financing San Francisco's off-street parking program. Furthermore, the pledge of the meter revenues can substantially reduce revenue bond interest rates should such financing be deemed desirable for future parking projects.

The Authority also believes that existing parking facilities constructed prior to its establishment, such as the Marshall Square parking lot and Union Square Garage, should be placed under its jurisdiction and the revenues therefrom credited to this agency.

We wish to take this opportunity to acknowledge and express our appreciation for the splendid cooperation and assistance of yourself, the City Attorney, Controller, Chief Administrative Officer, Director of Property, Director of Public Works, City Engineer, and others who have contributed so substantially to the accomplishments of the Parking Authority during the past year.

Respectfully submitted,

Albert H. Jacobs  
Chairman

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THE PARKING AUTHORITY of the  
CITY AND COUNTY OF SAN FRANCISCO

GEORGE CHRISTOPHER, MAYOR

536 GOLDEN GATE AVENUE • SAN FRANCISCO 2, CALIFORNIA • PROSPECT 6-1565

MEMBERS:

ALBERT E. SCHLESINGER  
CHAIRMAN

JAY E. JELICK  
JOHN E. SULLIVAN  
DAVID THOMSON  
JOHN B. WOOSTER

VINING T. FISHER  
GENERAL MANAGER

THOMAS J. O'TOOLE  
SECRETARY

September 11, 1959

Report to Honorable George Christopher, Mayor  
City and County of San Francisco

Statement of Activities of the Parking Authority  
City and County of San Francisco  
Fiscal Year Ending June 30, 1959

DOCUMENTS

MAY 20 1965

SAN FRANCISCO  
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Dear Mayor Christopher:

The report of the San Francisco Parking Authority for the fiscal year 1958-59, together with supplemental information you have requested, is herewith respectfully submitted.

The financial report is set forth in the attached copies of the Authority's four quarterly financial reports.

The major accomplishments and activities of the Authority for the past year are shown below. These have been classified according to the Authority's four-point policy and program adopted March 8, 1950.

Policy Point #1. Stimulation of and cooperation with private enterprise to finance and construct the facilities required under the off-street parking program.

New Parking Facilities  
Reported Completed and Placed in Operation  
since July 1, 1958

Nino Geraldini Powell, Mason, Jefferson and Beale Streets	400 parking stalls
Larry Barrett, Inc. Pine and Kearny Streets	33 parking stalls
Howard Rowebottom Brannan and 2nd Streets	19 parking stalls
Howard Rowebottom Sacramento Street and The Embarcadero	17 parking stalls
V. Atikian 5th and Howard Streets	30 parking stalls
Selfpark System Main and Howard Streets	30 parking stalls

September 11, 1939

Report to the President, Secretary of War,  
and the Committee on the Economy

Statement of activities of the Committee on the Economy  
for the year 1939

Chairman, Committee on the Economy

The report of the Committee on the Economy for the year 1939  
shows that the Committee has been active in its work  
and has accomplished its mission.

The Committee report is set forth in the attached copies of the  
report and the Committee's recommendations.

The report contains a detailed statement of the Committee's  
work and its recommendations for the year 1939.

Statement of the Committee on the Economy  
for the year 1939

Chairman, Committee on the Economy  
and the Committee on the Economy

Chairman, Committee on the Economy  
and the Committee on the Economy

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and the Committee on the Economy

Chairman, Committee on the Economy  
and the Committee on the Economy

Chairman, Committee on the Economy  
and the Committee on the Economy

California Parking Corporation Clementina and Beale Streets	75 parking stalls
Howard Rowebottom 1st and Brannan Streets	100 parking stalls
Barrett Garages, Inc. Mission and 6th Streets	250 parking stalls
Howard Jerome Edelstein Spear, Howard and Folsom Streets	20 parking stalls
Oxford Hotel Parking Mason and Turk Streets	68 parking stalls
S. E. Onorato Co. Mission and 3rd Streets	100 parking stalls
Roc Ross Main and Howard Streets	25 parking stalls
4th and Berry Corporation	325 parking stalls
Selfpark System Southern Pacific Lot	150 parking stalls
Selfpark System Stevenson and Jessie Streets at Fifth	32 parking stalls
Montgomery Center Auto Park	<u>125</u> parking stalls
	1,799 parking stalls

These additions brought the total of new off-street parking spaces provided under this phase of the Authority's program since October 6, 1949 to

8,798 parking stalls

Under Development

Construction since June 30, or continuing at this time amounts to:

Pine-Front Auto Park	70 parking stalls
Crown Zellerbach Building	150 parking stalls
John Hancock Insurance Co.	55 parking stalls
Bethlehem Steel Corporation	300 parking stalls
550 California Street	300 parking stalls
Park-U-Self (Howard & Folsom Streets)	200 parking stalls
Park-U-Self (Davis Street north of Broadway)	<u>65</u> parking stalls
	1,140 parking stalls







September 11, 1959

The number of new off-street parking spaces that have been completed or have been placed under construction under this phase of the Authority's program from October 6, 1949 to date total

9,936 parking stalls

1,200 of the foregoing number of parking stalls were public projects, from which the Authority and the City withdrew when private industry evidenced its ability and willingness to proceed. These were:

Fifth and Howard Parking Plaza  
Ellis-O'Farrell Garage

300 parking stalls

900 parking stalls

1,200 parking stalls

180 of the foregoing number of parking stalls were established on sites originally selected and designated by the Authority from which it withdrew because of the prior urgency of other projects. These were:

Minna-Natoma Parking Lot  
Jones-Golden Gate Parking Lot

80 parking stalls

100 parking stalls

180 parking stalls

Policy Point #2. Public Cooperation with private enterprise to provide off-street parking by public provision of garage sites and private provision of the construction financing.

The following four major downtown parking projects were advanced toward accomplishment during the past year under this policy category.

In each case operation will be by a non-profit corporation with any profit accruing to the City and County of San Francisco.

Fifth and Mission Garage

This project was completed and dedicated August 27, 1958 under an agreement between the City of San Francisco Downtown Parking Corporation, a non-profit organization of businessmen and property owners, and the City and County of San Francisco. Under agreement, the Authority acted as agent for the City and County in all negotiations.

January 11, 1953

The purpose of this document is to provide information regarding the proposed program for the year 1953. This program is designed to provide for the needs of the people of the United States and to provide for the needs of the world.

1. The purpose of this document is to provide information regarding the proposed program for the year 1953.

2. The purpose of this document is to provide information regarding the proposed program for the year 1953. This program is designed to provide for the needs of the people of the United States and to provide for the needs of the world.

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September 11, 1959

Basic physical and financial project data are as follows:

Location: Southeast corner of Fifth and Mission Streets,  
within one block of San Francisco's \$100,000,000  
a year retail block, Market Street between Fourth  
Street and Fifth Street.

Capacity: 1,083 parking stalls.

Land Cost: \$1,600,000 (approximate)  
(public)

Building Cost: \$1,500,000  
(private)

Total Construction Costs: \$2,135,000  
(private)

Construction: Open type reinforced concrete.

Operation: Customer self-parking.

Parking Rates: 15¢ an hour; \$1.25 maximum 24 hours;  
\$17.50 month; \$15.00 month night fleet rate.

The garage was financed and built by the Wm. J. Moran Company. It is being operated by S. E. Onarato, Incorporated.

It provides customer self-parking on four roomy levels with a total capacity of 1,083 parking stalls. It is operated on a non-profit basis at low parking rates intended to provide a necessary public service and attract continuing patronage to the City's most substantial business area.

During its first ten months the operating figures show:

Number of automobiles parked	607,393
Gross Revenues	\$313,120.42

On the basis of these figures it is apparent the number of automobiles parked during the first year will exceed the engineer's estimates by 40%. The revenues are already substantially greater than those previously estimated by 1970.

On August 20 a passenger elevator service was added.

Two additional upper parking floors are contemplated for construction next year.





September 11, 1959

Sutter-Stockton Garage

This project is being built under an agreement between the City of San Francisco Uptown Parking Corporation, a non-profit corporation, and the City and County. The Parking Authority is acting as agent for the City and County in this matter. Operation will be by System Auto Parks and Garages, Inc. acting for the operating lessee, the Corporation.

Basic particulars of this project are:

Location: 55,385 square feet of land extending east from Stockton Street in the block bounded by Sutter, Stockton, Bush Streets and Grant Avenue.

Capacity: 932 parking stalls

Land Cost: \$2,550,000  
(public)

Construction Cost: \$3,680,000  
(private)

Construction: Open type reinforced concrete

Operation: Customer self-parking

Parking Rates: 1 hour 25¢; 20¢ an hour thereafter.

Major points of progress during the year on this project were:

Completion of land acquisition: June 2, 1959

Completion of site clearance: September 7, 1959

Start of construction: September 7, 1959

Completion is estimated for October, 1960.

Civic Center Underground Garage

Basic facts pertaining to this project are:

Location: The subsurface of the north half of Civic Center Plaza.

Capacity: Self-parking 954 stalls  
Attendant=parking 1,461 stalls

Land Cost: None. Property City-owned

Construction Cost: \$4,500,000

Construction: Reinforced concrete. Three underground levels.





September 11, 1959

Operation: Customer self-parking. Parking, sales and services.

The City has a contract with the City of San Francisco Civic Plaza Parking Corporation to finance and construct this garage. The City will be the operating lessee for the first 10 years, the Corporation for the period subsequent thereto and prior to full debt retirement. Operation will be by System Auto Parks and Garages, Inc.

Progress on this project during the year was as follows:

Construction began on December 10, 1958.

As of this date completion of construction is estimated for January 1, 1960.

Portsmouth Square Underground Garage

There has been a continuing high degree of interest in this project during the past year. Several different groups had shown strong interest and had been assisted in every possible way by the Authority to obtain the necessary engineering and financial information required by them in their financing.

However, on August 11, 1959 Portsmouth Civic Parking Corporation filed a letter of intent to finance and construct this facility and submitted the legal documents for review and approval on August 20, 1959. These are presently under review and recommendations based thereon may be expected at an early date.

Under this proposal the physical and financial characteristics of the project will be as follows:

Location: The subsurface of Portsmouth Plaza, fronting on Kearny Street between Washington and Clay Streets.

Capacity: Self-parking - 500 stalls  
Attendant-Parking - 800 stalls

Size: Three underground levels and mezzanine

Land cost: None. Property City-owned

Estimated Construction Cost: \$3,000,000

Operation: Self-parking

Proposed Rate Schedule: To be determined.

It is estimated construction can start in December, 1959 and be completed within twelve to fourteen months thereafter.



September 11, 1959

The foregoing new off-street parking projects completed or under development jointly by the Authority, the City and private business during the past year may be summarized as follows:

Fifth and Mission Garage	1,083 parking stalls
Sutter-Stockton Garage	932 parking stalls
Civic Center Underground Garage	1,461 parking stalls
Portsmouth Square Underground Garage	<u>800</u> parking stalls

4,276 parking stalls

When all are completed, these projects added to those previously completed and in operation under this method, will make a total of 6,813 new off-street parking spaces in San Francisco provided, since its establishment, under the Parking Authority's policy of public-private financing and operation.

Policy Point #3. Direct public financing and construction.....  
Including site acquisition, where private  
construction was not or could not be undertaken.

No construction under this category was undertaken during this past fiscal year except the provision of 8,500 special event parking stalls at Candlestick Park which is noted below in more detail. Past construction under this category consists of:

Mission-Bartlett Parking Plaza	250 parking stalls
Lakeside Village Parking Plaza	49 parking stalls
7th and Harrison Parking Plaza	<u>354</u> parking stalls

653 parking stalls

Policy Point #4. Operation of completed facilities. (if required)

Neither during the past year, nor at any time, has it been found necessary to resort to public operation of parking facilities provided under the San Francisco parking program. In all cases, operation has been entrusted to private lessees.

Accomplishments to date under the foregoing program may be summarized as follows:

1. Private Financing

1) Completed:

a) 1958-59	1,799 parking stalls
b) 1949-58	<u>6,997</u> parking stalls
c) Total	8,796 parking stalls



September 11, 1959

11) Under Development:

a) Construction begun 1958-59	1,140 parking stalls
b) Other stages of development	<u>- -</u>
c) Total	1,140 parking stalls

111) Total Under #1 9,936 parking stalls

2. Public-Private Financing

1) Completed:

a) 1958-59	1,083 parking stalls
b) 1949-58	<u>3,620</u> parking stalls
c) Total	4,703 parking stalls

11) Under Development:

a) 1958-59	3,193 parking stalls
b) Other	<u>- -</u>
c) Total	3,193

111) Total Under #2 7,896 parking stalls

3. Public Financing

1) Completed:

a) 1958-59	- -
b) 1949-58	<u>653</u> parking stalls
c) Total	653 parking stalls

4. GRAND TOTAL 18,485 parking stalls

5. Itemized Grand Total, completed or under immediate development:

1) Completed, all methods:

a) 1958-59	2,882 parking stalls
b) 1949-58	<u>11,270</u> parking stalls
c) Total	14,152 parking stalls

11) Under Development, all methods:

a) 1958-59	4,333 parking stalls
b) Other	<u>- -</u>
c) Total	4,333 parking stalls

111) GRAND TOTAL, all methods 18,485 parking stalls







September 11, 1959

The actual and projected total cost of this program is approximately \$35,000,000, of which, under the Parking Authority's program and policy, only about \$5,000,000 required public financing; roughly only about 14% of the total.

### Neighborhood District Parking

The past year witnessed an active and continuing campaign on the part of the Authority to establish a parking program for the neighborhood district retail shopping districts.

Originally, the districts had requested a total of 3,920 parking stalls at an estimated cost of \$8,120,000.

The Parking Authority, the Board of Supervisors and your Administration recognized the strong claim for parking relief manifested by the districts and a mutual decision was reached on the necessity of two basic steps toward its solution. These were:

1. The institution of an increased parking meter rate for the purpose of securing additional funds for the continuance of the off-street parking program. Consequently the meter rates were increased from 5¢ for 40 minutes to 5¢ for 20 minutes in the 40-minute parking limit zones and from 5¢ for 60 minutes to 5¢ for thirty minutes in the 60-minute parking limit zones. Provision was made for the use of pennies and dimes, as well as nickels. The new rates became effective in February, 1959 and the required mechanical changes will be fully completed in November of this year. The legislation provided that: "All revenues in excess of \$938,000 received during any fiscal year shall be transferred to a special fund to be known as the 'Off-Street Parking Fund'." Gross collections under the new rates have so far represented an average increase of approximately 54% over the above base figure.
2. The assignment of top priority to the financing of the neighborhood district parking program from the newly established Off-Street Parking Fund.

In order that this program might be fully implemented with all necessary supporting information, a supplemental appropriation in the amount of \$10,000 was approved by yourself and the Board of Supervisors to defray the cost of a comprehensive engineering study by the City Engineer. This study will be completed this month and is to include the following for the 43 neighborhood retail shopping districts of the City.

Estimates of unsatisfied parking demand.

Recommended new parking capacities.

Recommended general new parking locations.

Estimates of land cost for recommended new parking facilities.



September 11, 1959

Estimates of construction cost for recommended new parking facilities.

Recommended parking rates and operating methods for such facilities.

Estimated gross revenues.

Estimated Operating costs.

Estimated new operating income.

In the formulation of the final program, the Parking Authority will be guided in making its recommendations by an evaluation of all of the factors involved.

#### New Special Event Parking

During the year the Parking Authority has acted as advisor to the Recreation and Park Commission and the City in the development of operating plans and the operating lease for the 8,500-car parking area to serve the new baseball stadium at Candlestick Park.

#### Comparative Results to Date

From the foregoing, it is shown that 18,485 new off-street parking spaces will have been completed since October, 1949 under the Authority program by the close of 1960. This new construction represents approximately two times the total amount of off-street parking existing in the downtown San Francisco business area ten years ago. The De Leuw, Cather study reported 9,388 off-street parking spaces in the Central Parking District in 1948.

The net effect of the new parking construction resulted in an inventory furnished by the City Engineer of 19,141 off-street parking spaces in the San Francisco Downtown Business District as of June 23, 1959. This inventory may be expected to increase to 20,000 spaces in 1960. The actual increase of off-street parking space as of the end of the 1958-1959 fiscal year was 103%, which was accomplished during a period that San Francisco automobile registrations were increasing only 26%, from 246,976 (1948) to 313,377 (1958). Nevertheless, the wide gap representing excess of parking demand over supply is expected to remain for the foreseeable future and indicates a pressing need for more off-street parking in the downtown, as well as the neighborhood, districts.

#### The Future Parking Program

On June 25, 1959, in an interim report, the Authority advised you of the new downtown parking space requirements as of the year 1960. Making due allowance for the balance between increasing production and increasing demand, those estimates are presented here unchanged.





Additional Downtown Parking  
Space Requirements  
(as of the year 1960)

Short-time parking	11,119 parking stalls
All-day parking	<u>22,238</u> parking stalls
Total	33,357 parking stalls

A Downtown Liaison Parking Committee composed of representatives of the Building Owners and Managers Association, Down Town Association, San Francisco Chamber of Commerce and the San Francisco Real Estate Board has been set up to advise on ways and means of expanding and financing the downtown parking program.

Parking Automobiles, the Major Objective

Although the public parking program is only at its inception with the 2,999 parking spaces provided at Civic Center Auto Park, Fifth and Mission Parking, Marshall Square Auto Park, Mission-Bartlett Parking Plaza, St. Mary's Square Garage, Lakeside Village Parking Plaza, Forest Hill Parking Plaza and Seventh and Harrison Parking Plaza, a very extensive parking service has already been extended to the motorists of San Francisco and the Bay Area, witness the following report of service rendered:

<u>Automobiles</u> <u>Parked:</u>	<u>Calendar</u> <u>Year</u> <u>1953-54</u>	<u>Calendar</u> <u>Year</u> <u>1955-56</u>	<u>Calendar</u> <u>Year</u> <u>1957-58</u>	<u>Calendar</u> <u>Year</u> <u>1/1-7/1/59</u>	<u>Calendar</u> <u>Year</u> <u>Totals</u>
Civic Center Auto Park opened 12/18/53	913(53) 96,801(54)	101,433(55) 113,025(56)	128,317(57) 121,040(58)	55,404	616,933
Fifth & Mission Parking opened 8/28/58			252,899(58)	354,494	607,393
Marshall Square Auto Park opened 9/16/58			16,552(58)	29,776	46,328
Mission-Bartlett Parking Plaza opened 7/30/53	92,483(53) 238,852(54)	212,813(55) 208,715(56)	194,569(57) 185,175(58)	90,458	1,223,065
St. Mary's Square Garage opened 5/12/54	115,205(54)*	281,118(55) 292,296(56)	356,360(57) 384,661(58)	195,049	1,604,639
Lakeside Village Parking Plaza opened 9/27/56		12,000(56)	57,500(57) 57,500(58)	28,750	155,750**

( )



Honorable George Christopher

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September 11, 1959

Automobiles Parked:	Calendar Year <u>1953-54</u>	Calendar Year <u>1955-56</u>	Calendar Year <u>1957-58</u>	Calendar Year <u>1/1-7/1/59</u>	Calendar Year <u>Totals</u>
Forest Hill Parking Plaza opened July, 1957			11,475(57) 22,950(58)	11,475	45,900**
7th & Harrison Parking Plaza opened April, 1958			14,669(58)	15,834	30,503
Total Automobiles Parked	<u>544,254</u>	<u>1,221,400</u>	<u>1,783,667</u>	<u>781,240</u>	<u>4,330,561</u>

\*Garage has no record of autos parked for May and June, 1954.

\*\*Estimated, as no actual count taken of this facility.

RECAP:

	Calendar Year <u>1953-54</u>	Calendar Year <u>1955-56</u>	Calendar Year <u>1957-58</u>	Calendar Year <u>1/-7/1/59</u>	Calendar Year <u>Totals</u>
Automobiles Parked all projects 1953-54	544,254				
Automobiles Parked all projects 1955-56		1,221,400			
Automobiles Parked all projects 1957-58			1,783,667		
Automobiles Parked all projects 1959 (to 7/1/59)				781,240	
Total Automobiles Parked all projects					4,330,561



September 11, 1959

The Parking Bond Fund Financial Report

For your additional information, we show:

## 1. Revenues from public parking projects:

Civic Center Auto Park	<u>1958-59</u>	<u>Total</u>
Income Received	\$43,432.62	\$211,314.82
Taxes Received (1959-60)	1,914.22	
Taxes Received Total	<u>\$45,346.84</u>	<u>11,024.26</u>
		\$222,339.08
Mission-Bartlett Parking Plaza		
Income Received	\$23,135.78	\$126,116.34
Taxes Received (1959-60)	48.33	
Taxes Received Total	<u>\$23,184.11</u>	<u>512.51</u>
		\$126,628.85
St. Mary's Square Garage		
Income Received	\$26,673.19	\$120,633.67
Taxes Received (1959-60)	38,224.94	
Taxes Received Total	<u>\$64,898.13</u>	<u>158,396.30</u>
		\$279,029.97
Lakeside Village Parking Plaza		
Income Received	\$ 1,980.00	\$ 5,445.00
Taxes Received (1959-60)	- - -	
Taxes Received Total	<u>\$ 1,980.00</u>	<u>- - -</u>
		\$ 5,445.00
7th & Harrison Parking Plaza		
Income Received	\$ 9,264.49	\$ 12,442.77
Taxes Received (1959-60)	- - -	
Taxes Received Total	<u>\$ 9,264.49</u>	<u>- - -</u>
		\$ 12,442.77
Forest Hill Parking Plaza		
Income Received	\$ 804.00	1,608.00
Taxes Received (1959-60)	- - -	
Total Taxes Received	<u>\$ 804.00</u>	<u>- - -</u>
		\$ 1,608.00
*Alameda-York Parking Plaza		
Income Received	\$ 9,953.23	\$13,858.95
Taxes Received (1959-60)	- - -	
Taxes Received Total	<u>\$ 9,953.23</u>	<u>- - -</u>
		\$13,858.95



September 11, 1959

## 1. Revenues from Public Parking Projects (contd.):

Marshall Square Parking Plaza	<u>1958-59</u>	<u>Total</u>
Income Received	\$ 20,853.19	\$ 20,853.19
Taxes Received (1959-60)	- - - -	
Taxes Received Total	<u>20,853.19</u>	<u>20,853.19</u>
GRAND TOTAL		
Income Received	\$136,096.50	\$512,272.74
Taxes Received (1959-60)	40,187.49	
Taxes Received Total	<u>176,283.99</u>	<u>169,933.07</u>
		\$682,205.81

\*This is a temporary installation of 300 parking spaces at Seals Stadium for the Giants' baseball games furnished through the courtesy of Hamm Brewing Company. It will be discontinued upon the opening of the new baseball stadium at Candlestick Park.

The foregoing income has been deposited in the General Fund insofar as tax amounts and tax reimbursements are concerned. The balance of \$138,668.53 has been deposited in the Parking Bond Fund.

## 2. Present status of Parking Bond Fund:

Appropriated	\$5,229,384.59
Original Bond Fund	<u>5,000,000.00</u>
Deposited to Account	\$ 229,384.59
Air Rights - St. Mary's Square Garage	<u>99,890.00</u>
	\$ 129,494.59
Unappropriated	<u>9,173.94</u>
Rentals	\$ 128,668.53
Expenditures as of 6/30/59	\$5,222,560.98
Encumbered	6,625.16
Unencumbered	<u>6.19</u>
Total Allotted to date	\$5,229,192.33
Reserve	- - - -
Unallotted balance of appropriation	<u>192.26</u>
Total appropriated	\$5,229,384.59

Balance Sheet

## Gross Income from all Projects (6/30/59)

Rent	\$136,096.50	
Taxes	40,187.49	
Other sources	<u>117,856.62</u>	\$294,140.61

## Costs and Expenses

Tax Roll Deduction	\$104,234.00	
Parking Authority Current Operating	42,660.00	
Parking Authority Supp. Approp.	<u>10,198.00</u>	\$157,092.00
Net Income		\$137,048.61





Honorable George Christopher

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September 11, 1959

Acknowledgement

The Parking Authority wishes to express its appreciation and to acknowledge the cooperation and assistance of yourself, the members of the Board of Supervisors, the City Attorney, Controller, Chief Administrative Officer, Director of Property, Director of Public Works, Director of Planning, City Engineer, the private garage industry, the public spirited citizens comprising the corporations sponsoring many major projects, and others who have given so generously of their time and contributed so greatly to the advancement of its program during the past year.

Respectfully submitted,

For the Parking Authority of the  
City and County of San Francisco

By 

Wining T. Fisher  
General Manager

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# THE PARKING AUTHORITY of the CITY AND COUNTY OF SAN FRANCISCO

GEORGE CHRISTOPHER, MAYOR

## MEMBERS:

JOHN E. SULLIVAN  
CHAIRMAN  
JAY E. JELICK  
G. BALTZER PETERSON  
DAVID THOMSON  
JOHN B. WOOSTER

VINING T. FISHER  
GENERAL MANAGER

THOMAS J. O'TOOLE  
SECRETARY

536 GOLDEN GATE AVENUE - SAN FRANCISCO 2, CALIFORNIA - PROSPECT 6-1565

September 12, 1960

DOCUMENTS

MAY 20 1965

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Report to Honorable George Christopher, Mayor  
City and County of San Francisco

Statement of Activities of the Parking Authority  
City and County of San Francisco  
Fiscal Year Ending June 30, 1960

Dear Mayor Christopher:

The report of the San Francisco Parking Authority for the fiscal year 1959-60, together with supplemental information you have requested, is herewith respectfully submitted.

The financial report is set forth in the attached copies of the Authority's four quarterly financial reports.

The major accomplishments and activities of the Authority for the past year are shown below. These have been classified according to the Authority's four-point policy and program adopted March 8, 1950.

Policy Point No. 1. Stimulation of and cooperation with private enterprise to finance and construct the facilities required under the off-street parking program.

### New Parking Facilities Reported Completed and Placed in Operation since July 1, 1959

Howard Street, between Third and Fourth Streets (parking lot)	300 stalls
Hilton Hotel Site (parking lot)	385 "
Jack Tar Hotel (garage)	400 "
Zellerbach Building (garage)	175 "
John Hancock Building (garage)	55 "
Bethlehem Steel Building (garage)	287 "
Cahill Construction Company Building (garage)	175 "
Park-U-Self, Howard and Folson Streets (parking lot)	200 "
Park-U-Self, Davis Street (parking lot)	65 "
Selfpark System, 11 Broadway (parking lot)	120 "
1299 Franklin Street (parking lot)	72 "
33 Tehama Street (parking lot)	32 "
Shipley Street between 4th and 5th Streets (parking lot)	110 "



September 14, 1957

Report to Honorable George J. Mitchell, Senate  
City and County of San Francisco

Statement of activities of the Housing Authority  
City and County of San Francisco  
Fiscal Year Ending June 30, 1957

Very truly yours,  
Housing Authority

The report of the Housing Authority for the fiscal year  
1956-57, together with supplementary information and data, is herewith  
respectfully submitted.

The financial report is set forth in the statement of the  
Authority's four principal financial reports.

The major accomplishments and activities of the Authority for the year  
1956-57 are set forth in the statement of the Authority's  
four principal policy and program reports (pages 11, 12, 13).

Report of the Housing Authority for the fiscal year 1956-57  
to the Board of Supervisors, City and County of San Francisco  
and to the Board of Directors, Housing Authority  
City and County of San Francisco

The Housing Authority  
Report of the Housing Authority for the fiscal year 1956-57  
to the Board of Supervisors, City and County of San Francisco  
and to the Board of Directors, Housing Authority  
City and County of San Francisco

1977	1976	1975	1974	1973	1972	1971	1970	1969	1968	1967	1966	1965	1964	1963	1962	1961	1960	1959	1958	1957	1956	1955	1954	1953	1952	1951	1950	1949	1948	1947	1946	1945	1944	1943	1942	1941	1940	1939	1938	1937	1936	1935	1934	1933	1932	1931	1930	1929	1928	1927	1926	1925	1924	1923	1922	1921	1920	1919	1918	1917	1916	1915	1914	1913	1912	1911	1910	1909	1908	1907	1906	1905	1904	1903	1902	1901	1900	1899	1898	1897	1896	1895	1894	1893	1892	1891	1890	1889	1888	1887	1886	1885	1884	1883	1882	1881	1880	1879	1878	1877	1876	1875	1874	1873	1872	1871	1870	1869	1868	1867	1866	1865	1864	1863	1862	1861	1860	1859	1858	1857	1856	1855	1854	1853	1852	1851	1850	1849	1848	1847	1846	1845	1844	1843	1842	1841	1840	1839	1838	1837	1836	1835	1834	1833	1832	1831	1830	1829	1828	1827	1826	1825	1824	1823	1822	1821	1820	1819	1818	1817	1816	1815	1814	1813	1812	1811	1810	1809	1808	1807	1806	1805	1804	1803	1802	1801	1800	1799	1798	1797	1796	1795	1794	1793	1792	1791	1790	1789	1788	1787	1786	1785	1784	1783	1782	1781	1780	1779	1778	1777	1776	1775	1774	1773	1772	1771	1770	1769	1768	1767	1766	1765	1764	1763	1762	1761	1760	1759	1758	1757	1756	1755	1754	1753	1752	1751	1750	1749	1748	1747	1746	1745	1744	1743	1742	1741	1740	1739	1738	1737	1736	1735	1734	1733	1732	1731	1730	1729	1728	1727	1726	1725	1724	1723	1722	1721	1720	1719	1718	1717	1716	1715	1714	1713	1712	1711	1710	1709	1708	1707	1706	1705	1704	1703	1702	1701	1700	1699	1698	1697	1696	1695	1694	1693	1692	1691	1690	1689	1688	1687	1686	1685	1684	1683	1682	1681	1680	1679	1678	1677	1676	1675	1674	1673	1672	1671	1670	1669	1668	1667	1666	1665	1664	1663	1662	1661	1660	1659	1658	1657	1656	1655	1654	1653	1652	1651	1650	1649	1648	1647	1646	1645	1644	1643	1642	1641	1640	1639	1638	1637	1636	1635	1634	1633	1632	1631	1630	1629	1628	1627	1626	1625	1624	1623	1622	1621	1620	1619	1618	1617	1616	1615	1614	1613	1612	1611	1610	1609	1608	1607	1606	1605	1604	1603	1602	1601	1600	1599	1598	1597	1596	1595	1594	1593	1592	1591	1590	1589	1588	1587	1586	1585	1584	1583	1582	1581	1580	1579	1578	1577	1576	1575	1574	1573	1572	1571	1570	1569	1568	1567	1566	1565	1564	1563	1562	1561	1560	1559	1558	1557	1556	1555	1554	1553	1552	1551	1550	1549	1548	1547	1546	1545	1544	1543	1542	1541	1540	1539	1538	1537	1536	1535	1534	1533	1532	1531	1530	1529	1528	1527	1526	1525	1524	1523	1522	1521	1520	1519	1518	1517	1516	1515	1514	1513	1512	1511	1510	1509	1508	1507	1506	1505	1504	1503	1502	1501	1500	1499	1498	1497	1496	1495	1494	1493	1492	1491	1490	1489	1488	1487	1486	1485	1484	1483	1482	1481	1480	1479	1478	1477	1476	1475	1474	1473	1472	1471	1470	1469	1468	1467	1466	1465	1464	1463	1462	1461	1460	1459	1458	1457	1456	1455	1454	1453	1452	1451	1450	1449	1448	1447	1446	1445	1444	1443	1442	1441	1440	1439	1438	1437	1436	1435	1434	1433	1432	1431	1430	1429	1428	1427	1426	1425	1424	1423	1422	1421	1420	1419	1418	1417	1416	1415	1414	1413	1412	1411	1410	1409	1408	1407	1406	1405	1404	1403	1402	1401	1400	1399	1398	1397	1396	1395	1394	1393	1392	1391	1390	1389	1388	1387	1386	1385	1384	1383	1382	1381	1380	1379	1378	1377	1376	1375	1374	1373	1372	1371	1370	1369	1368	1367	1366	1365	1364	1363	1362	1361	1360	1359	1358	1357	1356	1355	1354	1353	1352	1351	1350	1349	1348	1347	1346	1345	1344	1343	1342	1341	1340	1339	1338	1337	1336	1335	1334	1333	1332	1331	1330	1329	1328	1327	1326	1325	1324	1323	1322	1321	1320	1319	1318	1317	1316	1315	1314	1313	1312	1311	1310	1309	1308	1307	1306	1305	1304	1303	1302	1301	1300	1299	1298	1297	1296	1295	1294	1293	1292	1291	1290	1289	1288	1287	1286	1285	1284	1283	1282	1281	1280	1279	1278	1277	1276	1275	1274	1273	1272	1271	1270	1269	1268	1267	1266	1265	1264	1263	1262	1261	1260	1259	1258	1257	1256	1255	1254	1253	1252	1251	1250	1249	1248	1247	1246	1245	1244	1243	1242	1241	1240	1239	1238	1237	1236	1235	1234	1233	1232	1231	1230	1229	1228	1227	1226	1225	1224	1223	1222	1221	1220	1219	1218	1217	1216	1215	1214	1213	1212	1211	1210	1209	1208	1207	1206	1205	1204	1203	1202	1201	1200	1199	1198	1197	1196	1195	1194	1193	1192	1191	1190	1189	1188	1187	1186	1185	1184	1183	1182	1181	1180	1179	1178	1177	1176	1175	1174	1173	1172	1171	1170	1169	1168	1167	1166	1165	1164	1163	1162	1161	1160	1159	1158	1157	1156	1155	1154	1153	1152	1151	1150	1149	1148	1147	1146	1145	1144	1143	1142	1141	1140	1139	1138	1137	1136	1135	1134	1133	1132	1131	1130	1129	1128	1127	1126	1125	1124	1123	1122	1121	1120	1119	1118	1117	1116	1115	1114	1113	1112	1111	1110	1109	1108	1107	1106	1105	1104	1103	1102	1101	1100	1099	1098	1097	1096	1095	1094	1093	1092	1091	1090	1089	1088	1087	1086	1085	1084	1083	1082	1081	1080	1079	1078	1077	1076	1075	1074	1073	1072	1071	1070	1069	1068	1067	1066	1065	1064	1063	1062	1061	1060	1059	1058	1057	1056	1055	1054	1053	1052	1051	1050	1049	1048	1047	1046	1045	1044	1043	1042	1041	1040	1039	1038	1037	1036	1035	1034	1033	1032	1031	1030	1029	1028	1027	1026	1025	1024	1023	1022	1021	1020	1019	1018	1017	1016	1015	1014	1013	1012	1011	1010	1009	1008	1007	1006	1005	1004	1003	1002	1001	1000	999	998	997	996	995	994	993	992	991	990	989	988	987	986	985	984	983	982	981	980	979	978	977	976	975	974	973	97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September 12, 1960

8th and Stevenson Streets (parking lot)	120	stalls
Folsom Street between Main and Spear Streets (parking lot)	83	"
719-727 Howard Street (parking lot)	20	"
13th and Bryant Streets (parking lot)	27	"
11th, 13th and Bryant Streets (parking lot)	45	"
Natoma and 2nd Streets (parking lot)	87	"
Grace Street between Mission and Howard Streets (parking lot)	50	"
South Park and 2nd Streets (parking lot)	25	"
Davis Street at Broadway (parking lot)	32	"
Main Street between Howard and Folsom Streets (parking lot)	105	"
Van Ness Avenue and Turk Street (parking lot)	15	"
Vallejo Street and Emery Lane (parking lot)	15	"
Montgomery and Washington Streets (parking lot)	84	"
2729 Van Ness Avenue (parking lot)	25	"
631 Sacramento Street (parking lot)	50	"
155 Sacramento Street (parking lot)	63	"

3,222 stalls

These additions brought the total of new off-street parking spaces provided under this phase of the Authority's program since October 6, 1949 to

12,020 parking stalls

Policy Point No. 2. Public cooperation with private enterprise to provide off-street parking by public provision of garage sites and private provision of the construction financing.

The following four major downtown parking projects have been completed under this policy category.

In each case, operation is or will be by a non-profit corporation with any profit accruing to the City and County of San Francisco.

#### Fifth and Mission Garage

This project was completed and dedicated August 27, 1958 under an agreement between the City of San Francisco Downtown Parking Corporation, a non-profit organization of businessmen and property owners, and the City and County of San Francisco. Under agreement, the Authority acted as agent for the City and County in all negotiations.

1157 322.

PLATE 12. 190. SI

Complete with 12 pages of text and 12 pages of illustrations.

in each case, the Commission will be by a majority of the members of the Commission, and the Commission will be by a majority of the members of the Commission.

1947

the City and County shall not be liable for the same.

September 12, 1960

Basic physical and financial project data are as follows:

Location: Southeast corner of Fifth and Mission Streets,  
within one block of San Francisco's \$100,000,000  
a year retail block, Market Street between Fourth  
and Fifth Streets.

Capacity: 1,083 parking stalls

Land Cost: \$1,600,000 (approximate)  
(public)

Building Cost: \$1,500,000  
(private)

Total Construction Costs: \$2,135,000  
(private)

Construction: Open type reinforced concrete

Operation: Customer self-parking

Parking Rates: 15¢ an hour; \$1.25 maximum 24 hours;  
\$17.50 month; \$15.00 month night fleet rate

The garage was financed and built by the Wm. J. Moran Company. It is being operated by S. E. Onorato, Incorporated.

It provides customer self-parking on four roomy levels with a total capacity of 1,083 parking stalls. It is operated on a non-profit basis at low parking rates intended to provide necessary public service and attract continuing patronage to the City's most substantial business area.

During the past fiscal year the operating figures show:

Number of automobiles parked	810,846
Gross Revenues	\$426,226.65

On the basis of these figures, the gross revenues for the year exceeded the engineer's estimates for the year 1970 by 27%.

The question of adding additional parking floors is under study at this time.

#### Civic Center Plaza Garage

Basic facts pertaining to this project are:

Location: The subsurface of the north half of Civic Center Plaza

Capacity: Self-parking - 954 stalls  
Attendant-parking - 1,461 stalls



Basic physical and chemical properties of the material

Location: The material is located in the laboratory of the Department of Chemistry, University of California, San Diego, La Jolla, California. The material is a white, crystalline solid.

Quantity: 1.00 mole (approx.)

Preparation: The material was prepared by the reaction of the starting materials in the presence of a catalyst.

Yield: 1.00 mole (approx.)

Purity: The material is of high purity, as determined by elemental analysis.

Characteristics: The material is a white, crystalline solid.

Physical Properties: The material has a melting point of 150°C.

Chemical Properties: The material is stable in air and water.

The material was prepared by the reaction of the starting materials in the presence of a catalyst. The reaction was carried out in a round-bottomed flask equipped with a magnetic stirrer and a reflux condenser.

The material is a white, crystalline solid. It is stable in air and water. The material is of high purity, as determined by elemental analysis.

During the past several years, the material has been used in a number of experiments.

Number of experiments: 10

Results: The material is stable in air and water.

On the basis of these results, the material is recommended for further study.

The material is of high purity, as determined by elemental analysis.

Preparation: The material was prepared by the reaction of the starting materials in the presence of a catalyst.

Quantity: 1.00 mole (approx.)

Location: The material is located in the laboratory of the Department of Chemistry, University of California, San Diego, La Jolla, California.

Characteristics: The material is a white, crystalline solid.

September 12, 1960

Land Cost: None. Property City-owned

Construction Cost: \$4,500,000

Construction: Reinforced concrete. Three underground levels.

Operation: Customer self-parking. Parking, sales and services.

The City had a contract with the City of San Francisco Civic Plaza Parking Corporation to finance and construct this garage. The City will be the operating lessee for the first 10 years, the Corporation for the period subsequent thereto and prior to full debt retirement. Operation is by System Auto Parks and Garages, Inc.

The garage was opened for business March 1, 1960. Business for the first four months has been as follows:

Number of automobiles parked	50,282
------------------------------	--------

Gross Revenues	\$40,002.18
----------------	-------------

It should be noted that the operating efficiency and success of this project cannot be evaluated until the Plaza surface restoration is completed, adequate advertising signs can be installed, and important area improvements completed, such as construction of the new Federal Office Building. In the meantime, the Authority is exerting every effort to coordinate and accomplish the introduction of a program of interim operating improvements.

#### Sutter-Stockton Garage

This project is being built under an agreement between the City of San Francisco Uptown Parking Corporation, a non-profit corporation, and the City and County. The Parking Authority is acting as agent for the City and County in this matter. Operation will be by System Auto Parks and Garages, Inc. acting for the operating lessee, the Corporation.

Basic particulars of this project are:

Location: 55,385 square feet of land extending east from Stockton Street in the block bounded by Sutter, Stockton, Bush Streets and Grant Avenue.

Capacity: 932 parking stalls

Land Cost: \$2,550,000  
(public)

Construction Cost: \$3,680,000  
(private)

Construction: Open type reinforced concrete



Subject: Proposed Acquisition of the City of St. Louis

Reference is made to the letterhead memorandum dated September 15, 1960.

The Board is requested to consider the proposed acquisition of the City of St. Louis.

The Board is requested to consider the proposed acquisition of the City of St. Louis.

The City of St. Louis is a city of approximately 400,000 people. The City is a member of the Metropolitan St. Louis Sewer District. The City is a member of the Metropolitan St. Louis Sewer District. The City is a member of the Metropolitan St. Louis Sewer District.

The Board is requested to consider the proposed acquisition of the City of St. Louis.

Very truly yours,  
[Signature]

100,000,000

It is noted that the proposed acquisition of the City of St. Louis is a complex matter. The Board is requested to consider the proposed acquisition of the City of St. Louis.

Respectfully,  
[Signature]

This project is being undertaken by an independent contractor. The Board is requested to consider the proposed acquisition of the City of St. Louis.

Best wishes for the success of this project.

Respectfully,  
[Signature]

Very truly yours,  
[Signature]

100,000,000

Respectfully,  
[Signature]

Very truly yours,  
[Signature]

Operation: Customer self-parking

Parking Rates: 1 hour 25¢; 20¢ an hour thereafter

The garage will be 75% complete by November 15, 1960 and the official opening has been set for that date.

Portsmouth Square Underground Garage

On August 11, 1959, Portsmouth Civic Parking Corporation filed a letter of intent to finance and construct this facility and submitted the legal documents for review and approval on August 20, 1959. This offer was accepted and will become effective upon a favorable outcome of the litigation now pending. Already favorable decisions have been given by the Superior and Appellate Courts.

Under this proposal, the physical and financial characteristics of the project will be as follows:

Location: The subsurface of Portsmouth Plaza, fronting on Kearny Street between Washington and Clay Streets.

Capacity: Self-parking - 500 stalls  
Attendant-parking - 800 stalls

Size: Three underground levels and mezzanine.

Land cost: None. Property City-owned.

Estimated Construction Cost: \$3,000,000

Operation: Self-parking

Proposed Rate Schedule: To be determined.

Construction can start immediately after the termination of litigation and can be completed within twelve to fourteen months thereafter.

The foregoing new off-street parking projects completed or under development jointly by the Authority, the City and private business may be summarized as follows:

Fifth and Mission Garage	1,083 parking stalls
Sutter-Stockton Garage	932 parking stalls
Civic Center Plaza Garage	1,461 parking stalls
Portsmouth Square Underground Garage	<u>800 parking stalls</u>
	4,276 parking stalls

When all are completed, these projects added to those previously completed and in operation under this method will make a total of 6,813 new off-street parking spaces in San Francisco provided, since its establishment, under the Parking Authority's policy of public-private financing and operation.

Memorandum for the President

Subject: The President's Commission on the Assassination of President Kennedy

The Commission will be organized by January 15, 1963, and will begin its work immediately.

Organization of the Commission

On January 11, 1963, the President's Commission on the Assassination of President Kennedy was organized. The Commission is composed of the President, the Vice President, the Speaker of the House, the Chief Justice, and the Attorney General. The Commission will be organized by January 15, 1963, and will begin its work immediately.

Under this proposal, the President and the Vice President will be the only members of the Commission.

The Commission will be organized by January 15, 1963, and will begin its work immediately.

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September 12, 1960

Policy Point No. 3. Direct public financing and construction.....  
including site acquisition, where private  
construction was not or could not be undertaken.

No construction under this category was undertaken during this past fiscal year.

The 8,500 special event parking stalls at Candlestick Park are considered a special case and are not carried as an increment of the general parking program.

Past construction then under this category consists of:

Mission-Bartlett Parking Plaza	250 parking stalls
Lakeside Village Parking Plaza	49 parking stalls
7th and Harrison Parking Plaza	<u>354</u> parking stalls
	653 parking stalls

Policy Point No. 4. Operation of completed facilities. (if required)

Neither during the past year, nor at any time, has it been found necessary to resort to public operation of parking facilities provided under the San Francisco parking program. In all cases, operation has been entrusted to private lessees.

Accomplishments to date under the foregoing program may be summarized as follows:

1. Private Financing

1) Completed:

a) 1959-60	3,222 parking stalls
a) 1949-59	<u>8,798</u> parking stalls
c) Total	12,020 parking stalls

11) Total Under No. 1 12,020 parking stalls

2. Public-Private Financing

1) Completed:

a) 1959-60	1,461 parking stalls
b) 1949-59	<u>4,703</u> parking stalls
c) Total	6,164 parking stalls

11) Under Development:

a) 1959-60	1,732 parking stalls
------------	----------------------

111) Total Under No. 2 7,896 parking stalls

1. Policy Objectives  
The purpose of this study is to determine the extent to which the various categories of the population are being trained and to identify the areas in which training is needed.

No consideration was given to the various categories of the population in the past 10 years.

The 1950 special census training study of the Commission on the Status of Women was not carried out as an indicator of the general training program.

The Commission has been studying this category of the population:

- |                               |                               |
|-------------------------------|-------------------------------|
| 1. <u>Primary Education</u>   | 2. <u>Secondary Education</u> |
| 3. <u>Technical Education</u> | 4. <u>Higher Education</u>    |
| 5. <u>Adult Education</u>     | 6. <u>Other</u>               |

2. Policy Objectives  
The purpose of this study is to determine the extent to which the various categories of the population are being trained and to identify the areas in which training is needed.

During the past year, the Commission has been studying this category of the population. The Commission has been studying this category of the population. The Commission has been studying this category of the population.

3. Policy Objectives  
The purpose of this study is to determine the extent to which the various categories of the population are being trained and to identify the areas in which training is needed.

4. Private Education

1. Compulsory

- |            |            |
|------------|------------|
| a) 1950-54 | b) 1955-59 |
| c) 1960-64 | d) 1965-69 |
| e) 1970-74 | f) 1975-79 |

2. Total (Total No. 1)

5. Public Education

1. Compulsory

- |            |            |
|------------|------------|
| a) 1950-54 | b) 1955-59 |
| c) 1960-64 | d) 1965-69 |
| e) 1970-74 | f) 1975-79 |

2. Total (Total No. 1)

3. Other

4. Total (Total No. 1)



September 12, 1960

3. Public Financing

1) Completed:

a) 1959-60	- - - parking stalls
b) 1949-59	<u>653</u> parking stalls
c) Total	653 parking stalls

4. GRAND TOTAL

20,569 parking stalls

The actual and projected total cost of this program is approximately \$36,000,000, of which, under the Parking Authority's program and policy, only about \$5,000,000 required public financing; roughly only about 14% of the total.

Neighborhood District Parking

The past year witnessed continuation of the campaign on the part of the Authority to establish a parking program for the neighborhood district retail shopping districts.

Originally, the districts had requested a total of 3,920 parking stalls at an estimated cost of \$8,120,000. These estimates were reduced to the following amounts in the City Engineer's report issued in September, 1959:

Summary of Recommendations:

Number of neighborhoods to be served	24
Number of parking lots to be installed	55
Number of parking spaces to be provided	2,080
Estimated project cost	\$7,000,000
Estimated annual maintenance cost	\$ 76,650
Estimated annual revenue	\$ 104,000

On March 31, 1960, the Parking Authority again modified the program in the interest of efficiency and economy. The neighborhood program now under development provides for 49 parking lots, comprising 1,459 parking stalls, located in 21 neighborhood shopping districts.

This is considered sufficient to meet the neighborhood shopping district parking need for the next 10 years.

Estimated costs are: Project	\$4,912,500
Annual Maintenance	\$ 59,300
Annual Revenue	\$ 72,950

The bulk of the cost is planned to be met from surplus parking meter revenues provided by the January 1, 1959 increase in curb parking meter rates.

17. 5000. (1)

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DATA OF 1932-1933 BY STATION

The following are the names of the persons who have been identified as having been in contact with the subject during the period of the investigation:

[illegible]

This is considered sufficient to meet the requirement of 10 years.

000, 510, 100  
000, 520  
000, 530

The bulk of the loss is planned to be met from savings on the 1957-58 budget, and the balance by the Government of India.

### Comparative Results to Date

From the foregoing, it is shown that 20,569 new off-street parking spaces will have been completed since October, 1949 under the Authority program by the close of 1960. This new construction represents more than two times the total amount of off-street parking existing in the downtown San Francisco business area ten years ago. The De Leuw, Cather study reported 9,388 off-street parking spaces in the Central Parking District in 1948. Nevertheless, the wide gap representing excess of parking demand over supply is expected to remain for the foreseeable future and indicates a pressing need for more off-street parking in the downtown, as well as the neighborhood districts.

### The Future Parking Program

On June 25, 1959, in an interim report, the Authority advised you of the new downtown parking space requirements as of the year 1960. Making due allowance for the balance between increasing production and increasing demand, those estimates are presented here unchanged.

#### Additional Downtown Parking Space Requirements (as of the year 1960)

Short-time parking	11,119 parking stalls
All-day parking	<u>22,238</u> parking stalls
Total	33,357 parking stalls

A Downtown Liaison Parking Committee composed of representatives of the Building Owners and Managers Association, Down Town Association, San Francisco Chamber of Commerce and the San Francisco Real Estate Board has been set up to advise on ways and means of expanding and financing the downtown parking program.

### Golden Gateway

The next new major downtown public parking development will be the 1,300-car garage planned by the San Francisco Redevelopment Agency for the Golden Gateway. The Parking Authority has been cooperating closely with the Redevelopment Agency on this project during the past year at the Agency's request.

### Western Addition

The Parking Authority is also engaged with the Redevelopment Agency in the development of a 500-car underground public parking garage to be constructed in connection with the Japanese Cultural Center in the Western Addition. This facility is intended to serve the Fillmore Street Shopping District, as well as the Cultural Center and thus become an integral part of the City's Neighborhood Parking Program.



The Public Authority is also engaged with an increasing number of agencies in the development of a 100-year environmental public health strategy to be coordinated in conjunction with the Japanese Cultural Center in the Japanese Embassy. This strategy is intended to serve the Japanese, Arab, Chinese, Indian, as well as the Cultural Center and this becomes an integral part of the City's environmental health program.

September 12, 1960

City Ownership

Both of the foregoing garages are to be deeded to the City and County of San Francisco by the developers and will be operated under City jurisdiction, rates and operating controls.

New Parking Goals for 1961

As noted above and previously in this report, the immediate new parking goals for 1961 under the Parking Authority program are as follows:

- |  |                           |
|--|---------------------------|
| 1. Construction of Portsmouth Square Underground Garage                                | 800 parking stalls        |
| 2. Land acquisition and construction of Neighborhood Shopping District Parking Program | 1,459 parking stalls      |
| 3. Construction of Golden Gateway Garage No. 1   | 1,300 parking stalls      |
| 4. Construction of Japanese Cultural Center Underground Garage                         | <u>500</u> parking stalls |
| Total New Parking Capacity   | 4,059 parking stalls      |

Parking Automobiles, the Major Objective

Although the public parking program will be only at its inception with the 5,384 parking spaces provided at Civic Center Plaza Garage, Civic Center Auto Park, Fifth and Mission Garage, Sutter-Stockton Garage, Marshall Square Auto Park, Mission-Bartlett Parking Plaza, St. Mary's Square Garage, Lakeside Village Parking Plaza, Forest Hill Parking Plaza and Seventh and Harrison Parking Plaza, a very extensive parking service has already been extended to the motorists of San Francisco and the Bay Area, witness the following report of service rendered:

Automobiles Parked	Calendar Year <u>1953-54</u>	Calendar Year <u>1955-56</u>	Calendar Year <u>1957-58</u>	Calendar Year <u>1959-6/30/60</u>	Calendar Year <u>Totals</u>
Civic Center Plaza Garage opened 3/1/60				50,282(60)	50,282
Civic Center Auto Park opened 12/18/53	913(53) 96,801(54)	101,433(55) 113,025(56)	128,317(57) 121,040(58)	110,403(59) 61,700(60)	733,632
Fifth & Mission Parking opened 8/28/58			252,899(58)	768,857(59) 396,483(60)	1,418,239





<u>Automobiles Parked</u>	<u>Calendar Year 1953-54</u>	<u>Calendar Year 1955-56</u>	<u>Calendar Year 1957-58</u>	<u>Calendar Year 1959-6/30/60</u>	<u>Calendar Year Totals</u>
Marshall Square Auto Park opened 9/16/58			16,552(58)	61,299(59) 33,239(60)	111,090
Mission-Bartlett Parking Plaza opened 7/30/53	92,483(53) 238,852(54)	212,813(55) 208,715(56)	194,569(57) 185,175(58)	192,309(59) 87,199(60)	1,412,115
St. Mary's Square Garage opened 5/12/54	115,205(54)*	281,118(55) 292,296(56)	336,360(57) 384,661(58)	394,630(59) 184,376(60)	1,988,646
Lakeside Village Parking Plaza opened 9/27/56		12,000(56)	57,500(57) 57,500(58)	57,500(59) 28,750(60)	213,250**
Forest Hill Parking Plaza opened July, 1957			11,475(57) 22,950(58)	22,950(59) 11,475(60)	68,850**
7th & Harrison Parking Plaza opened April, 1958			14,669(58)	42,843(59) 22,047(60)	79,559
Total Automobiles Parked	<u>544,254</u>	<u>1,221,400</u>	<u>1,783,667</u>	<u>2,526,342</u>	<u>6,075,663</u>

RECAP:

Automobiles Parked  
all projects  
1953-54 544,254

Automobiles Parked  
all projects 1955-56 1,221,400

Automobiles Parked  
all projects 1957-58 1,783,667

Automobiles Parked  
all projects 1959-6/30/60 2,526,342

Total Automobiles Parked all projects 6,075,663

\*Garage has no record of autos parked for May and June, 1954.

\*\*Estimated, as no actual count taken of this facility.



In addition, the parking at Candlestick Park special event parking area was as follows:

Automobiles parked	210,492
Buses parked	2,973
Season parking	354

The Parking Bond Fund Financial Report

For your additional information, we show:

1. Revenues from public parking projects:

Civic Center Auto Park	1959-60	Total
Income Received	\$46,434.03	\$257,748.85
Taxes Received (1960-61)	1,345.37	
Taxes Received Total		12,369.63
	\$47,779.40	\$270,118.48
Mission-Bartlett Parking Plaza		
Income Received	\$24,883.80	\$151,000.14
Taxes Received (1960-61)	275.00	
Taxes Received Total		787.51
	\$25,158.80	\$151,787.65
St. Mary's Square Garage		
Income Received	\$27,942.21	\$148,575.88
Taxes Received (1960-61)	33,310.58	
Taxes Received Total		191,706.88
	\$61,252.79	\$340,282.76
Lakeside Village Parking Plaza		
Income Received	\$ 1,980.00	\$ 7,425.00
Taxes Received (1960-61)	- - - - -	
Taxes Received Total		- - - - -
	\$ 1,980.00	\$ 7,425.00
7th & Harrison Parking Plaza		
Income Received	\$ 7,021.24	\$ 19,464.01
Taxes Received (1960-61)	- - - - -	
Taxes Received Total		- - - - -
	\$ 7,021.24	\$ 19,464.01
Forest Hill Parking Plaza		
Income Received	\$ 804.00	\$ 2,412.00
Taxes Received (1960-61)	- - - - -	
Taxes Received Total		- - - - -
	\$ 804.00	\$ 2,412.00





September 12, 1960

## 1. Revenues from public parking projects (contd.):

*Alameda-York Parking Plaza	<u>1960-61</u>	<u>Total</u>
Income Received	\$ 4,789.59	\$ 18,648.54
Taxes Received (1960-61)	- - - - -	
Taxes Received Total	<u>\$ 4,789.59</u>	<u>\$ 18,648.54</u>
Marshall Square Parking Plaza		
Income Received	\$31,079.75	\$ 51,932.94
Taxes Received (1960-61)	- - - - -	
Taxes Received Total	<u>\$31,079.75</u>	<u>\$ 51,932.94</u>
GRAND TOTAL		
Income Received	\$144,934.62	\$657,207.36
Taxes Received (1960-61)	34,930.95	
Taxes Received Total	<u>\$179,865.57</u>	<u>204,864.02</u>
		\$862,071.38

In addition, the following experience is noted from Candlestick Park, the proceeds of which are paid to the Trustee for the San Francisco Stadium, Inc. to be used for the retirement of the debt. Of this amount, \$50,000 is retained by the City and County of San Francisco for structural maintenance and repair of the Stadium.

Candlestick Park	<u>1960-61</u>	<u>Total to 6/30/60</u>
Income Received	\$185,355.48	\$185,355.48
Taxes Received (1960-61)	1,132.60	
Taxes Received Total	<u>\$186,488.08</u>	<u>1,132.60</u>
		\$186,488.08

An extension of these figures for the full season would anticipate a total income of \$349,172. This represents an increase of 20% over the Parking Authority's original estimates of \$291,800 per year.

In the case of Fifth and Mission Garage and Civic Center Plaza Garage, under the contract and rent payable to the City annually is an amount equal to 100% of the net income after the payment of operating costs and debt service charges.

\*This was a temporary installation of 300 parking spaces at Seals Stadium for the Giants' baseball games furnished through the courtesy of Hamm Brewing Company. It was discontinued upon the opening of the new baseball stadium at Candlestick Park.

The foregoing income has been deposited in the General Fund insofar as tax amounts and tax reimbursements are concerned. The balance of \$166,267.78 has been deposited in the Parking Bond Fund.



September 12, 1960

## 2. Present status of Parking Bond Fund:

Appropriated	\$5,230,438.41
Original Bond Fund	5,000,000.00
Deposited to Account	\$ 230,438.41
Air Rights - St. Mary's Square Garage	99,890.00
	\$ 130,548.41
Unappropriated	35,719.37
Rentals	\$ 166,267.78
Expenditures as of June 30, 1960	\$5,230,438.41
Encumbered	- - - - -
Unencumbered	- - - - -
Total Allotted to date	\$5,230,438.41
Reserve	- - - - -
Unallotted balance of appropriation	- - - - -
Total appropriated	\$5,230,438.41

Balance Sheet

## Gross Income from all Projects (June 30, 1960)

Rent	\$ 144,934.62
Taxes	34,930.95
Other sources	2,518.09
	\$ 182,383.66

## Costs and Expenses

Tax Roll Deduction	\$104,234.00	
Parking Authority current		
Operating	42,256.00	
Parking Authority supple-		
mental appropriation	900.00	\$ 147,390.00

Net Income	\$ 34,993.66
------------	--------------

Your attention is also directed to the net income allocated to the "Off-Street Parking Fund" from the surplus parking meter revenues from January 1, 1959 to June 30, 1960. This amounts to \$534,450.07.

Full Financial Summary

The financial magnitude of San Francisco's present municipal parking program is shown in the following record of gross income to the City and County for the fiscal year July, 1959-June, 1960 from revenues, rents and taxes from



THE UNIVERSITY OF CHICAGO

*[Faint, illegible handwritten notes]*

1. The first step is to identify the problem or question that needs to be answered. This involves understanding the context and the specific information required.

Butler County, Tenn.  
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1650000

1911

— — — — —

1. The first part of the paper is devoted to a review of the literature on the topic of the paper.

1. The first part of the text discusses the importance of maintaining accurate records of all transactions, including sales, purchases, and expenses. It emphasizes that proper record-keeping is essential for determining the correct amount of tax liability.

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1957-1958 15.10

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and returned to the United States.

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1957

1900-1901

September 12, 1960

the combined City-owned parking facilities:

<u>Source</u>	<u>Amount</u>
12,000 Parking Meters	\$1,401,912
9 Parking Lots and Garages*	289,347
1 Special Events Parking (Candlestick Park)	186,488
	<hr/>
	<u>\$1,877,747</u>

\*Revenues from non-profit operations of Fifth and Mission and Civic Center Garages not included.

#### Information and Consultation Services

San Francisco's pre-eminent position and success in the emerging field of municipal parking is bringing it national, even international, recognition and attention. This has led to a steadily increasing number of inquiries and personal visits from other cities and public officials during the past year, to which the Authority staff and members have responded insofar as personnel and time limitations have permitted.

In addition a steadily increasing function of the Parking Authority has been the extension of parking information to local business associations, institutions, and neighborhood groups who have need of such limited advice as the Authority can provide on such matters.

#### Acknowledgement

The Parking Authority wishes to express its appreciation and to acknowledge the cooperation and assistance of yourself, the members of the Board of Supervisors, the City Attorney, Controller, Chief Administrative Officer, Director of Property, Director of Public Works, Director of Planning, City Engineer, the private garage industry, the public-spirited citizens comprising the corporations sponsoring many major projects, and others who have given so generously of their time and contributed so greatly to the advancement of its program during the past year.

Respectfully submitted,

For the Parking Authority of the  
City and County of San Francisco

By

*Vining T. Fisher*

Vining T. Fisher  
General Manager



20  
1  
61



# PARKING AUTHORITY

OF THE

**CITY AND COUNTY OF SAN FRANCISCO**

**FISCAL YEAR ENDING JUNE 30, 1961**



JOHN E. SULLIVAN, Chairman

JAY E. JELICK, Member

G. BALTZER PETERSON, Member

DONALD MAGNIN, Member

DAVID THOMSON, Member

VINING T. FISHER, General Manager

THOMAS J. O'TOOLE, Secretary

DOCUMENTS

OCT 30 1959

1951  
 1952  
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# PARKING AUTHORITY OF THE CITY AND COUNTY OF SAN FRANCISCO

536 GOLDEN GATE AVENUE — PROSPECT 6-1565

SAN FRANCISCO 2, CALIFORNIA

GEORGE CHRISTOPHER, Mayor

## Highlights of San Francisco Parking Authority Annual Report to the Mayor for Fiscal Year ending June 30, 1961

1. San Francisco's ten publicly-owned parking facilities established to date under the Parking Authority program have parked the following number of automobiles as indicated:

Calendar Year 1960: 1,894,908 Automobiles

First six months of  
Calendar Year 1961: 1,136,843 Automobiles

Since Establishment: 8,231,863 Automobiles

2. The City and County of San Francisco has received the following income in rent and taxes from these parking facilities:

Fiscal Year 1960-1961: \$163,456.05

Total Since Establishment: \$1,025,527.43

3. The financial magnitude of San Francisco's municipal parking program, including 12,347 parking meters, Union Square Garage and Candlestick Park Parking Plaza, as well as the ten garages and parking lots noted above, is shown by the gross income therefrom of \$1,953,427.38 for the fiscal year July 1, 1960, to June 30, 1961.

4. Since 1949 under the Parking Authority program 18,631 new off-street parking stalls have been built in San Francisco.

Another 4,486 are under construction or development at this time.

The Grand Total of 23,017 parking stalls will have been constructed since 1949 when present development is completed.

5. The actual and projected total cost of this program is approximately \$52 million which will have been accomplished by the expenditure of only \$9 million of public funds; 17% of the total

6. The following number of new parking stalls were constructed in San Francisco during the fiscal year July 1, 1960, to June 30, 1961:

	<u>Lots</u>	<u>Garages</u>	<u>Stalls</u>
By Private Enterprise	14	3	1,241
By Public-Private Cooperation - City-owned		1	932*
	<u>14</u>	<u>4</u>	<u>2,173</u>

\*Sutter-Stockton Garage



7. Forthcoming major parking projects in San Francisco:

Under Construction

(1) Fifth and Mission Garage Expansion	500 stalls
(2) Portsmouth Square Underground Garage	<u>800 stalls</u>
	<u>1,300 stalls</u>

Under Development

(1) Japanese Cultural Center Garage	854 stalls
(2) Golden Gateway Garage	1,326 stalls
(3) Neighborhood Parking Program	<u>1,006 stalls</u>
	<u>3,186 stalls</u>

8. Parking Authority Balance Sheet - Year ending June 30, 1961:

(1) Gross Income to City	\$163,460.08
(2) Costs and Expenses*	<u>\$149,173.72</u>
Net Income	<u>\$ 14,286.36</u>

\*Includes \$104,234 in lieu taxes.

Includes \$ 42,838 Authority Operating Budget.









# THE PARKING AUTHORITY of the CITY AND COUNTY OF SAN FRANCISCO

GEORGE CHRISTOPHER, MAYOR

## MEMBERS:

JOHN E. SULLIVAN  
CHAIRMAN

JAY E. JELICK  
DONALD MAGNIN  
G. BALTZER PETERSON  
DAVID THOMSON

VINING T. FISHER  
GENERAL MANAGER

THOMAS J. O'TOOLE  
SECRETARY

536 GOLDEN GATE AVENUE - SAN FRANCISCO 2, CALIFORNIA - PROSPECT 6-1565

September 12, 1961

Report to Honorable George Christopher, Mayor  
City and County of San Francisco

Statement of Activities of the Parking Authority  
City and County of San Francisco  
Fiscal Year ending June 30, 1961

Dear Mayor Christopher:

The report of the San Francisco Parking Authority for the fiscal year 1960-61, together with supplemental information you have requested, is herewith respectfully submitted.

The financial report is set forth in attached copies of the Authority's four quarterly financial reports.

The major accomplishments and activities of the Authority for the past year are shown below. These have been classified according to the Authority's four-point policy and program adopted March 8, 1950.

Policy Point No. 1: Stimulation of and cooperation with private enterprise to finance and construct the facilities required under the off-street parking program

### New Parking Facilities Reported Completed and Placed in Operation since July 1, 1960

500 Post Street (Barrett Garage)	167 stalls
1 South Van Ness Avenue (garage)	104 "
80 Ellis Street (garage)	63 "
Steuart Street between Mission and Market (parking lot)	20 "
Howard Street between Embarcadero and Steuart (parking lot)	40 "
Howard and Steuart Street (parking lot)	12 "
760 Howard Street (parking lot)	126 "
730 Howard Street (parking lot)	73 "
Howard at Fourth Street (parking lot)	46 "
California and Jones Street (parking lot)	20 "
Mission and Beale Street (parking lot)	137 "
Battery and Washington Streets (parking lot)	101 "





530 Clay Street (parking lot)	60 stalls
475 Bryant Street (parking lot)	64 "
Battery and Jackson Street (parking lot)	113 "
Main and Folsom Street (parking lot)	25 "
Greenwich and Sansome Street (parking lot)	70 "
	<u>1,241 stalls</u>

These additions brought the total of new off-street parking spaces provided under this phase of the Authority's program since October 6, 1949, to 13,261 stalls

Policy Point No. 2: Public cooperation with private enterprise to provide off-street parking by public provision of garage sites and private provision of the construction financing

The following major downtown parking project was completed under this policy category.

The operation is by a non-profit corporation with any profit accruing to the City and County of San Francisco.

#### SUTTER-STOCKTON GARAGE

This project was built under an agreement between the City of San Francisco Uptown Parking Corporation, a non-profit corporation, and the City and County. The Parking Authority acted as agent for the City and County in this matter. Operation is by System Auto Parks and Garages, Inc., acting for the operating lessee, the Corporation. The garage opened for business on November 15, 1960.

Basic particulars of this project are:

<u>Location:</u>	55,385 square feet of land extending east from Stockton Street in the block bounded by Sutter, Stockton, Bush Streets and Grant Avenue
<u>Capacity:</u>	932 parking stalls
<u>Land Cost:</u> (public)	\$2,550,000
<u>Construction Cost:</u> (private)	\$3,680,000
<u>Construction:</u>	Open-type reinforced concrete
<u>Operation:</u>	Customer self-parking
<u>Parking Rates:</u>	1 hour 25¢; each additional hour 25¢; maximum \$2.00 for 12 hours; \$30.00 a month



Previous Construction in this Category

The following garages had been previously financed and built as cooperative projects between City and private business:

<u>Name</u>	<u>Date Completed</u>	<u>Stall Capacity</u>	<u>Land Cost</u>	<u>Construction Cost</u>	<u>Total Project Cost</u>
St. Mary's Sq. Garage	5/12/54	828	\$400,000	\$2,100,000- 2,300,000	\$2,500,000 2,700,000
Fifth & Mission Garage	8/28/58	1,083	\$1,600,000	\$2,135,000	\$3,735,000
Civic Center Plaza Garage	3/1/60	1,461	-0-	\$4,500,000	\$4,500,000

Under Construction in this Category

The following garage construction is in progress or under development in this category:

PORTSMOUTH SQUARE UNDERGROUND GARAGE

On August 11, 1959, Portsmouth Civic Parking Corporation filed a letter of intent to finance and construct this facility and submitted the legal documents for review and approval on August 20, 1959. Construction began on November 15, 1960.

Under this proposal, the physical and financial characteristics of the project will be as follows:

<u>Location:</u>	The sub-surface of Portsmouth Plaza, fronting on Kearny Street between Washington and Clay Streets
<u>Capacity:</u>	Self-parking - 500 stalls Attendant-parking - 800 stalls
<u>Size:</u>	Three underground levels and mezzanine
<u>Land Cost:</u>	None. Property City-owned
<u>Estimated Construction Cost:</u>	\$3,000,000
<u>Operation:</u>	Self-parking
<u>Proposed Rate Schedule:</u>	35¢ per hour

Construction is scheduled for completion in June, 1962.





FIFTH AND MISSION GARAGE EXPANSION

Additional Parking Area:	200,000 sq. ft. (2 levels)
Total Parking Area:	600,000 sq. ft. (6 levels)
Additional Parking Stalls:	500
Total Parking Stalls:	1,583
Additional Project Cost:	\$1,000,000
Total Construction Cost:	\$3,135,000
Scheduled Completion Date:	November 15, 1961
Contractor:	Cahill Construction Co.
Engineers:	Gould & Degenkolb
Operator:	City of San Francisco Downtown Parking Corporation
Management:	S. E. Onorato, Inc.
Operation:	Self-parking
Parking Rates:	15¢ per hour; \$1.25 maximum 24 hours; \$17.50 a month; \$15.00 monthly night fleet rate

JAPANESE CULTURAL CENTER UNDERGROUND GARAGE

This project is under joint development by the City of San Francisco Western Addition Parking Corporation, the San Francisco Redevelopment Agency and the Parking Authority subject to official approval of the City. Construction is expected to begin in 1961 subject to such approval.

Present estimates indicate the following physical and financial facts of this project:

<u>Location:</u>	The sub-surface of the three city block area bounded by Geary, Post, Laguna and Fillmore Streets
<u>Capacity:</u>	Self-parking                      854 stalls Attendant-parking - 1,200 stalls
<u>Size:</u>	One complete and one partial (2/3) underground level



<u>Land Cost:</u>	\$1,141,076
<u>Estimated Construction Cost:</u>	\$2,937,674
<u>Operation:</u>	Self-parking, attendant-parking optional
<u>Proposed Rate Schedule:</u>	25¢ an hour, maximum to 6 p.m. \$1.50; maximum 24 hours \$2.50

#### GOLDEN GATEWAY UNDERGROUND GARAGE

This project is under joint development by Perini-San Francisco Associates, the San Francisco Redevelopment Agency and the Parking Authority also subject to official approval by the City.

Preliminary plans are in process which indicate the following:

<u>Location:</u>	The sub-surface of the two city block area bounded by Washington, Clay, Davis and Battery Streets
<u>Capacity:</u>	Self-parking - 1,326 stalls
<u>Size:</u>	460,446 sq. ft. comprising three or four underground levels to be determined
<u>Land Cost:</u>	\$2,580,000
<u>Estimated Construction Cost:</u>	\$4,010,000
<u>Operation:</u>	Self-parking
<u>Proposed Rate Schedule:</u>	To be determined

The foregoing new off-street parking projects completed or under development jointly by government and private business may be summarized as follows::

St. Mary's Square Garage	828 parking stalls
Fifth and Mission Garage	1,083 "
Sutter-Stockton Garage	932 "
Civic Center Plaza Garage	1,461 "
Portsmouth Square Underground Garage	800 "
Fifth and Mission Garage Expansion	500 "
Japanese Cultural Center Garage	854 "
Golden Gateway Garage	1,326 "
Civic Center Auto Park	300 "
Forest Hill Parking Plaza	13 "
	<u>8,097</u> parking stalls



Policy Point No. 3: Direct public financing and construction... including site acquisition, where private construction was not or could not be undertaken

No construction under this category was undertaken during this past fiscal year.

The 8,500 special event parking stalls at Candlestick Park are considered a special case and are not carried as an increment of the general parking program.

Past construction under this category consists of:

Mission-Bartlett Parking Plaza	250 parking stalls
Lakeside Village Parking Plaza	49 "
7th and Harrison Parking Plaza	354 "
	<u>653</u> parking stalls

NEIGHBORHOOD SHOPPING DISTRICT  
PARKING FACILITIES

The parking program recommended by the Parking Authority on August 31, 1961, for the neighborhood shopping districts of the City will be a major addition to parking facilities provided under this category of direct public financing and construction.

The program contemplates:

22 public parking lots, and

4 public parking garages, in

15 neighborhood shopping districts, with

1,006 parking stall total capacity, for

\$4,000,000 estimated approximate cost

Upon completion of the neighborhood parking program, the number of parking facilities constructed under this category will be: 25 public parking lots; and 4 public parking garages; with a total capacity of 1,659 parking stalls.

Policy Point No. 4: Operation of completed facilities.

Neither during the past year, nor at any time, has it been found necessary to resort to public operation of parking facilities provided under the San Francisco Parking Program. In all cases, operation has been entrusted to private lessees.





Accomplishments to date under the foregoing program may be summarized as follows:

1. Private Financing

1) Completed:

a) 1960-61	1,241 parking stalls
b) 1949-60	<u>12,020</u> parking stalls
c) Total	13,261 parking stalls

11) Total under No. 1 13,261 parking stalls

2. Public-Private Financing

1) Completed:

a) 1960-61	932 parking stalls
b) 1949-60	<u>3,685</u> parking stalls
c) Total	4,617 parking stalls

11) Under Development:

a) 1960-61	3,480 parking stalls
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111) Total under No. 2 8,097 parking stalls

3. Public Financing

1) Completed:

a) 1960-61	- parking stalls
b) 1949-60	<u>653</u> parking stalls
c) Total	653 parking stalls

11) Under Development:

a) 1960-61	1,006 parking stalls
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111) Total under No. 3 1,659 parking stalls

4. GRAND TOTAL 23,017 parking stalls

The actual and projected total cost of this program is approximately \$52 million of which, under the Parking Authority's program and policy, on about \$9 million will have required public financing; roughly only about 17% of the total.



Parking Automobiles - the Major Objective

Although the public parking program will be expanding rapidly during the next year, a very extensive parking service has already been extended to the motorists of San Francisco and the Bay Area, witness the following report of service rendered:

<u>Automobiles Parked</u>	<u>Calendar Yr. 1953-54-55</u>	<u>Calendar Yr. 1956-57-58</u>	<u>Calendar Yr. 1959-60</u>	<u>1st 6 Mos. Calendar Calendar Yr. Year 1961</u>	<u>Totals</u>
Civic Center Plaza Garage opened 3/1/60			153,757(60)	146,871	300,628
Civic Center Auto Park opened 12/18/53	913(53) 96,801(54) 101,433(55)	113,025(56) 128,317(57) 121,040(58)	110,403(59) 116,760(60)	59,187	847,879
Fifth & Mission Parking opened 8/28/58		252,899(58)	768,857(59) 843,597(60)	394,270	2,259,623
Marshall Square Auto Park opened 9/16/58		16,552(58)	61,299(59) 62,518(60)	26,658	167,027
Mission-Bartlett Parking Plaza opened 7/30/53	92,483(53) 238,852(54) 212,813(55)	208,715(56) 194,569(57) 185,175(58)	192,309(59) 183,977(60)	83,067	1,591,960
St. Mary's Sq. Garage opened 5/12/54	115,205(54)* 281,118(55)	292,296(56) 336,360(57) 384,661(58)	394,630(59) 376,537(60)	178,095	2,358,902
Lakeside Village Parking Plaza opened 9/27/56		12,000(56) 57,500(57) 57,500(58)	57,500(59) 57,500(60)	28,750**	270,750
Forest Hill Parking Plaza opened 7/57		11,475(57) 22,950(58)	22,950(59) 22,950(60)	11,475**	91,800
7th & Harrison Parking Plaza opened 4/58		14,669(58)	42,843(59) 42,581(60)	3,058***	103,151
Sutter-Stockton Garage opened 11/19/61			34,731(60)	205,412	240,143
	<u>93,396(53)</u> <u>450,858(54)</u> <u>595,364(55)</u>	<u>626,036(56)</u> <u>728,221(57)</u> <u>1,055,446(58)</u>	<u>1,650,791(59)</u> <u>1,894,908(60)</u>	<u>1,136,843(61)</u>	
Total Automobiles Parked	1,139,618	2,409,703	3,545,699	1,136,843	8,231,863





RECAP:

Automobiles Parked	93,396 (53)
all projects	450,858 (54)
1953-54-55	<u>595,364 (55)</u>
	1,139,618

Automobiles Parked	626,036 (56)
all projects	728,221 (57)
1956-57-58	<u>1,055,446 (58)</u>
	2,409,703

Automobiles Parked	1,650,791 (59)
all projects	<u>1,894,908 (60)</u>
1959-60	3,545,699

Automobiles Parked	
all projects	
6/30/61	1,136,843 (61)

Total Automobiles Parked all projects	<u>8,231,863</u>
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- \* Garage has no record of autos parked for May and June, 1954.
- \*\* Estimated, as no actual count taken of this facility.
- \*\*\* Facility closed for repair for months of February, March, April, May, June, July and August. Operation resumed September 7, 1961.

In addition, the parking at Candlestick Park special event parking area was as follows:

Automobiles parked	317,814
Buses parked	4,341
Season parking	258

The Parking Bond Fund Financial Report

For your additional information, we show:

1. Revenues from public parking projects:

Civic Center Auto Park	1960-61	Total
Income Received	\$43,764.46	\$301,513.31
Taxes Received (1961-62)	1,356.80	
Taxes Received Total	<u>13,726.43</u>	
	\$45,121.26	\$315,239.74



Mission-Bartlett Parking Plaza	<u>1960-61</u>	<u>Total</u>
Income Received	\$23,661.38	\$174,661.52
Taxes Received (1961-62)	288.32	
Taxes Received Total		<u>1,075.83</u>
	<u>\$23,949.70</u>	<u>\$175,737.35</u>
St. Mary's Square Garage		
Income Received	28,069.12	176,645.00
Taxes Received (1961-62)	32,118.00	
Taxes Received Total		<u>223,824.88</u>
	<u>\$60,187.12</u>	<u>\$400,469.88</u>
Lakeside Village Parking Plaza		
Income Received	\$ 1,980.00	9,405.00
Taxes Received (1961-62)	-	
Taxes Received Total		<u>-</u>
	<u>\$ 1,980.00</u>	<u>\$ 9,405.00</u>
7th & Harrison Parking Plaza		
Income Received	\$ 3,981.84	\$ 23,445.85
Taxes Received (1961-62)	-	
Taxes Received Total		<u>-</u>
	<u>\$ 3,981.84</u>	<u>\$ 23,445.85</u>
Forest Hill Parking Plaza		
Income Received	\$ 804.00	\$ 3,216.00
Taxes Received (1961-62)	-	
Taxes Received Total		<u>-</u>
	<u>\$ 804.00</u>	<u>\$ 3,216.00</u>
Alameda-York Parking Plaza *		
Income Received	\$ -	\$ 18,648.54
Taxes Received (1961-62)	-	
Taxes Received Total		<u>-</u>
	<u>\$ -</u>	<u>\$ 18,648.54</u>
Marshall Square Parking Plaza		
Income Received	\$27,432.13	\$ 79,365.07
Taxes Received (1961-62)	-	
Taxes Received Total		<u>-</u>
	<u>\$27,432.13</u>	<u>\$ 79,365.07</u>
GRAND TOTAL		
Income Received	\$129,692.93	\$786,900.29
Taxes Received (1961-62)	33,763.12	
Taxes Received Total		<u>238,627.14</u>
	<u>\$163,456.05</u>	<u>\$1,025,527.43</u>



In the case of Fifth and Mission Garage, Civic Center Plaza and Sutter-Stockton Garage, under the contract the rent payable to the City annually is an amount equal to 100% of the net income after the payment of operating costs and debt service charges.

\*This was a temporary installation of 300 parking spaces at Seals Stadium for the Giants' baseball games furnished through the courtesy of Hamm Brewing Company. It was discontinued upon the opening of the new baseball stadium at Candlestick Park.

The foregoing income has been deposited in the General Fund insofar as tax amounts and tax reimbursements are concerned. The balance of \$196,025.50 has been deposited in the Parking Bond Fund.

2. Present status of Parking Bond Fund:

Appropriated	\$5,230,438.41
Original Bond Fund	<u>5,000,000.00</u>
Deposited to Account	230,438.41
Air Rights - St. Mary's Square Garage	<u>99,890.00</u>
	130,548.41
Unappropriated	<u>65,477.09</u>
Rentals	\$ 196,025.50
Expenditures as of June 30, 1961	\$5,230,438.41
Encumbered	-
Unencumbered	-
Total Allotted to Date	<u>5,230,438.41</u>
Reserve	-
Unallotted Balance of Appropriation	-
Total Appropriated	<u>\$5,230,438.41</u>

Balance Sheet

Gross Income from all Projects (June 30, 1961)

Rent	\$ 129,692.93
Taxes	33,763.12
Other Sources	<u>4.03</u>
	\$ 163,460.08

Costs and Expenses

Tax Roll Deduction	\$104,234.00	
Parking Authority Current		
Operating	42,838.00	
Parking Authority Supplemental		
Appropriations	<u>2,101.72</u>	<u>149,173.72</u>
Net Income	\$	<u><u>14,286.36</u></u>





Your attention is also directed to the net income allocated to the "Off-Street Parking Fund" from the surplus parking meter revenues from January 1, 1959, to June 30, 1961. This amounts to \$934,412.09.

#### Full Financial Summary

The financial magnitude of San Francisco's present municipal parking program is shown in the following record of gross income to the City and County of San Francisco for the fiscal year July, 1960, to June, 1961, from revenues, rents and taxes from the combined City-owned parking facilities:

<u>Source</u>	<u>Amount</u>
12,347 parking meters	\$1,500,003.64
8 parking lots and garages*	193,436.01
1 Special Events Parking (Candlestick Park)	259,987.73
	<u>\$1,953,427.38</u>

\* Revenues from non-profit operations of Fifth and Mission, Sutter-Stockton and Civic Center Garages not included.

#### Information and Consultation Services

Again San Francisco's pre-eminent position and success in the emerging field of municipal parking is bringing it national, even international, recognition and attention. This has led to a steadily increasing number of inquiries and personal visits from other cities and public officials during the past year, to which the Authority staff and members have responded insofar as personnel and time limitations have permitted.

In addition a steadily increasing function of the Parking Authority has been the extension of parking information to local business associations, institutions and neighborhood groups who have need of such limited advice as the Authority can provide on such matters.

#### Acknowledgment

The Parking Authority wishes to express its appreciation and to acknowledge the cooperation and assistance of yourself, the members of the Board of Supervisors, the City Attorney, Controller, Chief Administrative Officer, Director of Property, Director of Public Works, Director of Planning, City Engineer, the private garage industry, the public-spirited citizens comprising the corporations sponsoring many major projects, and others who have given so generously of their time and contributed so greatly to the advancement of its program during the past year.

Respectfully submitted,

For: Parking Authority of the City  
and County of San Francisco

By: *Vining J. Fisher*  
Vining J. Fisher, General Mgr.



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# **ANNUAL REPORT**

to

## **HON. GEORGE CHRISTOPHER, MAYOR**

### **PARKING AUTHORITY CITY AND COUNTY OF SAN FRANCISCO**

FISCAL YEAR ENDING JUNE 30, 1962



*Civic Center Plaza Garage*

DAVID THOMSON, Chairman

ARTHUR S. BECKER, Member

G. BALTZER PETERSON, Member

DONALD MAGNIN, Member

JOHN E. SULLIVAN, Member

VINING T. FISHER, Director

THOMAS J. O'TOOLE, Secretary







CITY HALL ANNEX — 450 McALLISTER STREET

SAN FRANCISCO 2, CALIFORNIA

HEmlock 1-2121, EXT. 741

GEORGE CHRISTOPHER, Mayor

Highlights of San Francisco Parking Authority  
Annual Report to the Mayor  
for  
Fiscal Year ending June 30, 1962

- 1) San Francisco's ten publicly-owned parking facilities, established to date under the Parking Authority program, have parked the following number of automobiles as indicated:

Calendar Year 1961: 2,372,900 automobiles

First Six Months of  
Calendar Year 1962: 1,335,538 automobiles

Since Establishment: 10,803,278 automobiles

- 2) The City and County of San Francisco has received the following income in rent and taxes from these parking facilities:

Fiscal Year 1961-1962: \$161,594.28

Total since Establishment: \$1,187,121.71

- 3) The financial magnitude of San Francisco's municipal parking program, including 12,347 parking meters, Union Square Garage and Candlestick Park Parking Plaza, as well as the ten garages and parking lots noted above, is shown by the gross income therefrom of \$1,862,021.05 for the fiscal year July 1, 1961, to June 30, 1962.

- 4) Since 1949 under the Parking Authority program 20,259 new off-street parking stalls have been built in San Francisco.

Another 3,926 are under construction or development at this time.

The Grand Total of 24,185 parking stalls will have been constructed since 1949 when present development is completed.

- 5) The actual and projected total cost of this program is approximately \$55 million which will have been accomplished by the expenditure of only \$9 million of public funds; 16% of the total.

HIGHLIGHTS OF THE FINANCIAL STATEMENT  
GENERAL STATEMENT OF THE YEAR

1. The total revenue for the year was \$1,000,000.  
2. The total expenditure for the year was \$950,000.

The statement of the financial statement is divided into two parts: the first part shows the total revenue and expenditure for the year, and the second part shows the details of the revenue and expenditure.

Revenue from taxes	\$1,000,000
Revenue from other sources	\$50,000
Total revenue	\$1,050,000
Expenditure for general purposes	\$900,000
Expenditure for special purposes	\$50,000
Total expenditure	\$950,000

The City and County of San Francisco has received the following revenue for the year 1911:

Revenue from taxes	\$1,000,000
Revenue from other sources	\$50,000
Total revenue	\$1,050,000

The financial statement of the City and County of San Francisco for the year 1911 shows a total revenue of \$1,050,000 and a total expenditure of \$950,000. The revenue is derived from taxes and other sources, and the expenditure is for general and special purposes. The statement is divided into two parts: the first part shows the total revenue and expenditure, and the second part shows the details of the revenue and expenditure.

The statement of the financial statement is divided into two parts: the first part shows the total revenue and expenditure for the year, and the second part shows the details of the revenue and expenditure.

Revenue from taxes \$1,000,000  
Revenue from other sources \$50,000  
Total revenue \$1,050,000

Expenditure for general purposes \$900,000  
Expenditure for special purposes \$50,000  
Total expenditure \$950,000

The statement of the financial statement is divided into two parts: the first part shows the total revenue and expenditure for the year, and the second part shows the details of the revenue and expenditure.

- 6) The following number of new parking stalls were constructed in San Francisco during the fiscal year July 1, 1961, to June 30, 1962:

	<u>Lots</u>	<u>Garages</u>	<u>Stalls</u>
By Private Enterprise	10	2	1,228
By Public-Private Cooperation - City-owned	-	1	500*
	<u>10</u>	<u>3</u>	<u>1,728</u>

\* Fifth and Mission Garage Expansion

- 7) Forthcoming major parking projects in San Francisco:

Under Construction

(1) Portsmouth Square Underground Garage 800 stalls

Under Development

(1) Japanese Cultural Center Garage 800 stalls

(2) Golden Gateway Garage 1,326 stalls

(3) Neighborhood Parking Program 1,000 stalls

3,126 stalls

- 8) Parking Authority Balance Sheet - Year ending June 30, 1962:

(1) Gross Income to City (Authority projects exclusive of Candlestick Park)	\$161,594.28
(2) Costs and Expenses**	<u>148,082.00</u>
(3) Net Income	<u>\$ 13,512.28</u>

\*\* Includes \$104,234 in lieu taxes and  
\$43,848 Authority Operating Budget.

THE LAND OFFICE HAS THE HONOR TO ACKNOWLEDGE THE RECEIPT OF YOUR LETTER OF THE 10TH INSTANT, IN WHICH YOU REQUESTED THAT THE LAND OFFICE SHOULD BE KEPT ADVISED OF THE PROGRESS OF THE PROCEEDINGS IN THE MATTER OF THE APPLICATION FOR A GRANT OF LAND IN THE DISTRICT OF THE NORTH-WEST.

THE LAND OFFICE HAS THE HONOR TO ADVISE YOU THAT THE MATTER IS NOW UNDER CONSIDERATION OF THE COMMISSIONER OF THE LAND OFFICE, AND THAT HE IS KEPT ADVISED OF THE PROGRESS OF THE PROCEEDINGS.

THE LAND OFFICE HAS THE HONOR TO ADVISE YOU THAT THE MATTER IS NOW UNDER CONSIDERATION OF THE COMMISSIONER OF THE LAND OFFICE, AND THAT HE IS KEPT ADVISED OF THE PROGRESS OF THE PROCEEDINGS.

Yours faithfully,  
COMMISSIONER OF THE LAND OFFICE

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Yours faithfully,  
COMMISSIONER OF THE LAND OFFICE







# THE PARKING AUTHORITY of the CITY AND COUNTY OF SAN FRANCISCO

GEORGE CHRISTOPHER, MAYOR

CITY HALL ANNEX  
ROOM 603

450 McALLISTER STREET

SAN FRANCISCO 2, CALIFORNIA  
HEmlock 1-2121, EXT 741

September 11, 1962

## MEMBERS:

DAVID THOMSON  
CHAIRMAN

ARTHUR S. BECKER  
DONALD MAGNIN  
G. BALTZER PETERSON  
JOHN E. SULLIVAN

VINING T. FISHER  
DIRECTOR

THOMAS J. O'TOOLE  
SECRETARY

Honorable George Christopher  
Mayor, City and County of San Francisco  
City Hall - Civic Center  
San Francisco 2, California

Dear Mayor Christopher:

### Statement of Activities of the Parking Authority City and County of San Francisco Fiscal Year ending June 30, 1962

The Report of the San Francisco Parking Authority for the fiscal year 1961-1962, together with supplemental information you have requested, is herewith respectfully submitted.

The financial report is set forth in attached copies of the Authority's four (4) quarterly financial reports.

The major accomplishments and activities of the Authority for the past year are shown below. These have been classified according to the Authority's four-point policy and program adopted March 8, 1950.

Policy Point No. 1: Stimulation of and cooperation with private enterprise to finance and construct the facilities required under the off-street parking program.

### New Parking Facilities Reported Completed and Placed in Operation since July 1, 1961

	<u>Stalls</u>
Fairmont Hotel addition (garage)	170
One Fourth Street (garage and lot)	100
Spear Street at Folsom (lot)	30
Tehama between 6 <sup>th</sup> and 5 <sup>th</sup> Streets (lot)	30
SE corner 10 <sup>th</sup> Street at Jessie (lot)	63
Mission Street, Minna Street, East of 6 <sup>th</sup> Street (lot)	30
West side of 8 <sup>th</sup> Street at Market Street (lot)	24
O'Farrell Street between Powell and Mason Streets (lot)	45

# THE PARKING AUTHORITY OF THE CITY AND COUNTY OF SAN FRANCISCO

September 11, 1962

Honorable George Christopher  
Mayor, City and County of San Francisco  
City Hall - Civic Center  
San Francisco 2, California

Dear Mayor Christopher:

## Statement of Activities of the Parking Authority City and County of San Francisco Fiscal Year ending June 30, 1962

The report of the San Francisco Parking Authority for the fiscal year 1961-1962, together with supplemental information you have requested, is herewith respectfully submitted.

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The major accomplishments and activities of the Authority for the past year are shown below. These have been classified according to the Authority's four-point policy and program adopted March 1, 1961.

Policy Point No. 1: Stimulation of and cooperation with private enterprise to finance and construct the facilities required under the off-street parking program.

### New Parking Facilities Reported Completed and Placed in Operation since July 1, 1961

#### Stalls

170	Fairmont Hotel addition (garage)
100	One Fourth Street (garage and lot)
30	Green Street at Latham (lot)
30	Thomas, Nelson St and St Streets (lot)
67	SE corner 11th Street at Jessie (lot)
30	Mission Street, Mission Street, East of 6th Street (lot)
24	West side of 2nd Street at Market Street (lot)
65	Corbett Street between Powell and Mason Streets (lot)

	<u>Stalls</u>
NE corner Clay Street and Van Ness Avenue (lot)	51
939 Mission Street (lot)	40
Del Webb's Townehouse (lot)	600
539 Minna Street (lot)	45
	<u>1,228 stalls</u>

These additions brought the total of new off-street parking spaces provided under this phase of the Authority program since October 6, 1949, to 14,489 stalls.

Policy Point No. 2: Public cooperation with private enterprise to provide off-street parking by public provision of garage sites and private provision of the construction financing.

The following major downtown parking project was completed under this policy category.

The operation is by a non-profit corporation with any profit accruing to the City and County of San Francisco.

Our rapidly mounting supply of modern, conveniently located, low-cost parking is made possible by the attraction of private money and low overhead costs, resulting from tax relief accorded public service enterprises and jurisdictions acting in the public interest.

#### FIFTH AND MISSION GARAGE EXPANSION

Additional Parking Area	200,000 sq. ft. (2 levels)
Total Parking Area	600,000 sq. ft. (6 levels)
Additional Parking Stalls	500
Total Parking Stalls	1,583
Additional Project Cost	\$1,000,000
Total Construction Cost	\$3,135,000
Completion Date	November 21, 1961
Contractor	Cahill Construction Co.
Engineers	Gould & Degenkolb
Operator	City of San Francisco Downtown Parking Corporation

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Management	S. E. Onorato, Inc.	
Operation	Self-parking	
Parking Rates	15¢	1 hr.
	\$1.25 maximum	24 hrs.
	\$17.50	Monthly
	\$15.00 (Night fleet rate)	Monthly

The expansion was built under an agreement between the City of San Francisco Downtown Parking Corporation, a non-profit corporation, and the City and County of San Francisco. The Parking Authority acted as the agent for the City and County of San Francisco in this arrangement.

Previous Construction in this Category

The following garages had been previously financed and built as cooperative projects between City and private business:

<u>Name</u>	<u>Date Completed</u>	<u>Stall Capacity</u>	<u>Land Cost</u>	<u>Construction Cost</u>	<u>Total Project Cost</u>
St. Mary's Sq. Garage	5/12/54	828	\$400,000	\$2,100,000- 2,300,000	\$2,500,000- 2,700,000
Fifth & Mission Garage	8/28/58	1,083	\$1,600,000	\$2,135,000	\$3,735,000
Civic Center Plaza Garage	3/1/60	1,461	-0-	\$4,500,000	\$4,500,000
Sutter-Stockton Garage	11/19/60	932	\$2,550,000	\$3,680,000	\$6,230,000

Under Construction in this Category

The following garage construction was in progress or under development in this category:

PORTSMOUTH SQUARE UNDERGROUND GARAGE

On August 11, 1959, the City of San Francisco Portsmouth Plaza Parking Corporation filed a letter of intent to finance and construct this facility and submitted the legal documents for review and approval on August 20, 1959. Construction began on November 15, 1960. Because of strike difficulties, though this garage was scheduled for completion in June, 1962, it opened for business August 24, 1962.

1. Name of the person

2. Date of birth

3. Sex

4. Address

1. Name of the person  
2. Date of birth  
3. Sex  
4. Address

The following information was obtained from the records of the Department of Social Services, State of New York, for the year 1965. The information was obtained from the records of the Department of Social Services, State of New York, for the year 1965. The information was obtained from the records of the Department of Social Services, State of New York, for the year 1965.

### 1. Name of the person

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1. Name of the person  
2. Date of birth  
3. Sex  
4. Address

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The physical and financial characteristics of the project are as follows:

Location	Sub-surface of Portsmouth Plaza, fronting on Kearny Street between Washington and Clay Streets
Capacity	Self-parking            500 stalls Attendant-parking - 800 stalls
Size	Three underground levels and mezzanine
Land Cost	None. Property City-owned
Construction Cost	\$3,200,000
Operation	Self-parking
Rate Schedule	25¢ or 1 coupon      1 hr. 25¢ or 1 coupon      Ea. addl. hr. \$1.50 or 8 coupons   24 hrs. \$25 (limited to      Monthly 100 spaces)  \$20 book of 100 coupons

A validation program is also in effect for merchants in the area, and for the sale of services in the garage.

#### JAPANESE CULTURAL CENTER UNDERGROUND GARAGE

This project is under joint development by the City of San Francisco Western Addition Parking Corporation, the San Francisco Redevelopment Agency and the Parking Authority, subject to official approval of the City. Construction is expected to begin in 1962, subject to such approval.

Present estimates indicate the following physical and financial facts of this project:

Location	Sub-surface of the three city block area bounded by Geary, Post, Laguna and Fillmore Streets
Capacity	Self-parking            800 stalls Attendant-parking - 1100 stalls
Size	One complete and one partial (2/3) underground level
Land Cost	\$256,640





Honorable George Christopher  
September 11, 1962  
Page 5

Estimated Construction Cost	\$3,750,000
Operation	Self-parking, attendant-parking optional
Proposed Rate Schedule	25¢ 1 hr. \$1.50 maximum to 6 p.m. \$2.50 maximum 24 hrs.
Proposed Rate Schedule - Unit B on Fillmore St.	Under rates comparable to those of the Neighborhood Parking Program

GOLDEN GATEWAY UNDERGROUND GARAGE

This project is under joint development by Perini-San Francisco Associates, the San Francisco Redevelopment Agency and the Parking Authority also subject to official approval by the City.

Preliminary plans are in process which indicate the following:

Location	Sub-surface of the two city block area bounded by Washington, Clay, Davis and Battery Streets
Capacity	Self-parking - 1,326 stalls
Size	460,446 sq. ft. comprising three or four underground levels to be determined
Land Cost	\$2,580,000
Estimated Construction Cost	\$4,010,000
Operation	Self-parking
Proposed Rate Schedule	To be determined

The foregoing new off-street parking projects completed or under development jointly by government and private business under the Parking Authority program may be summarized as follows:

	<u>Stalls</u>
St. Mary's Square Garage	828
Fifth and Mission Garage	1,083
Sutter-Stockton Garage	932
Civic Center Plaza Garage	1,461



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	<u>Stalls</u>
Portsmouth Sq. Underground Garage	800
Fifth & Mission Garage Expansion	500
Japanese Cultural Center Garage	800
Golden Gateway Garage	1,326
Civic Center Auto Park	300
Forest Hill Parking Plaza	<u>13</u>
	8,043

Policy Point No. 3: Direct public financing and construction, including site acquisition, where private construction was not or could not be undertaken.

No construction under this category was undertaken during this past fiscal year.

The 8,500 special event parking stalls at Candlestick Park are considered a special case and are not carried as an increment of the general parking program.

Past construction under this category consists of:

	<u>Stalls</u>
Mission-Bartlett Parking Plaza	250
Lakeside Village Parking Plaza	49
7th and Harrison Parking Plaza	<u>354</u>
	653

#### NEIGHBORHOOD SHOPPING DISTRICT PARKING FACILITIES

The basic parking program adopted by the Parking Authority on August 31, 1961, for the neighborhood shopping districts of the City will be a major addition to parking facilities provided under this category of direct public financing and construction.

The program contemplates:

22 public parking lots, and  
4 public parking garages, in  
15 neighborhood shopping districts, with  
1,000 parking stall total capacity, for  
\$4,106,500 estimated approximate cost

Upon completion of the neighborhood parking program, the number of parking facilities constructed under this category will be:

25 public parking lots, and  
4 public parking garages, with  
1,653 parking stall total capacity

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Financing Time Schedule:

- 1) The Controller of the City and County of San Francisco has estimated that the basic program can be financed in its entirety from monies now on deposit in our "Off-Street Parking Fund", plus the estimated increments which will be realized as of July 1, 1967.
- 2) The neighborhood program providing off-street parking facilities in these neighborhood districts has, because of necessity, been divided in order of priority into three (3) distinct phases.

Phase I:

<u>District</u>	<u>General Location</u>	<u>Cost</u>
Eureka Valley	Castro Street	\$90,000
West Portal	West Portal Avenue	157,000
Geary	Geary Street at 21st Avenue	90,000
Outer Irving	Irving at 20th Avenue	109,000
Noe Valley	24th Street and Castro Street	51,000
Marina	Pierce Street between Chestnut and Lombard	<u>379,000</u> \$876,000

Phase II:

<u>District</u>	<u>General Location</u>	<u>Cost</u>
Mission	Hoff and Rondel at 16th Street	\$295,320
Clement	8th and 9th Avenues	184,500
Bay View	Quesada Avenue	9,200
Inner Irving	8th and 9th Avenues	189,700
Haight-Ashbury	Haight Street at Cole Street	<u>138,600</u> \$817,320

Hearings on the following have been completed and action thereon stands as indicated:

<u>Site Designated</u>	<u>Under Submission</u>	<u>Alternate Site to be Presented</u>
Eureka Valley (Castro St.)	Mission (Hoff-Rondel)	Marina Clement (8th-9th Ave.)
West Portal (West Portal Ave.)	Haight-Ashbury	Bay View Inner Irving (8th-9th Ave.)
Geary (Geary Blvd.)		
Outer Irving (20th Ave.)		
Noe Valley (24th St.)		

Executive Summary

1. The Committee on the Administration of the Government has been organized to study the various agencies of the Government and to make recommendations for their improvement. The Committee has held several public hearings and has received many suggestions from the public. It has also conducted extensive research into the various agencies and has prepared a report on each of them. The report contains many valuable suggestions for the improvement of the Government and is being submitted to the President for his consideration.
2. The Committee has found that the various agencies of the Government are not working as well as they should. There is a great deal of waste and inefficiency in the way the Government is run. The Committee believes that many of these problems can be solved by the adoption of the suggestions contained in its report. It is therefore recommending that the President accept the suggestions of the Committee and put them into effect as soon as possible.

Recommendations

Department of State

1. The Department of State should be reorganized so that it can handle its business more efficiently. The various bureaus should be placed under the direct supervision of the Secretary of State, and the various offices should be consolidated where possible.

Department of War

1. The Department of War should be reorganized so that it can handle its business more efficiently. The various bureaus should be placed under the direct supervision of the Secretary of War, and the various offices should be consolidated where possible.

Department of Navy

1. The Department of Navy should be reorganized so that it can handle its business more efficiently. The various bureaus should be placed under the direct supervision of the Secretary of Navy, and the various offices should be consolidated where possible.

Department of Air Force

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Department of Treasury

1. The Department of Treasury should be reorganized so that it can handle its business more efficiently. The various bureaus should be placed under the direct supervision of the Secretary of Treasury, and the various offices should be consolidated where possible.

Department of Education

1. The Department of Education should be reorganized so that it can handle its business more efficiently. The various bureaus should be placed under the direct supervision of the Secretary of Education, and the various offices should be consolidated where possible.

The Committee believes that the adoption of these suggestions will result in a more efficient and economical Government. It is therefore recommending that the President accept the suggestions of the Committee and put them into effect as soon as possible.

Department of Justice

1. The Department of Justice should be reorganized so that it can handle its business more efficiently. The various bureaus should be placed under the direct supervision of the Attorney General, and the various offices should be consolidated where possible.

Department of Labor

1. The Department of Labor should be reorganized so that it can handle its business more efficiently. The various bureaus should be placed under the direct supervision of the Secretary of Labor, and the various offices should be consolidated where possible.

Department of Agriculture

1. The Department of Agriculture should be reorganized so that it can handle its business more efficiently. The various bureaus should be placed under the direct supervision of the Secretary of Agriculture, and the various offices should be consolidated where possible.



Status of Appropriations  
for Land and Construction

<u>District</u>	<u>Appropriated</u>	<u>Appropriation Pending</u>	<u>Under Submission</u>
Eureka Valley (Castro St.)	\$ 90,000		
West Portal (West Portal Ave.)		\$157,000	
Geary (Geary Blvd.)		\$ 90,000	
Outer Irving (20th Ave.)	\$109,000		
Noe Valley (24th St.)	\$ 51,000		
Mission (Hoff-Rondel)			\$295,320
Haight-Ashbury			\$138,600
Total	<u>\$250,000</u>	<u>\$247,000</u>	<u>\$433,920</u>

Phase III:

<u>District</u>	<u>General Location</u>	<u>Cost</u>
Excelsior	Mission and San Juan Avenue	\$151,000
Polk Street	Sacramento Street	243,000
Portola	Felton Street	35,500
North Beach	Green Street	524,000
Excelsior	Mission Street	128,000
Eureka Valley	18th Street and Collingwood	108,500
West Portal	Claremont Boulevard and Ulloa	117,000
Geary	18th and 19th Avenues	115,000
Mission	Capp, Lilac Street, 24th Street	179,500
		<u>\$1,601,500</u>

These will be scheduled immediately for study by the Board of Supervisors.

An additional six alternate locations for three sites in the Mission District and one each in the Clement Street, Portola and Outer Irving Districts are still under study.



Policy Point No. 4: Operation of completed facilities.

Neither during the past, nor at any time, has it been found necessary to resort to public operation of parking facilities provided under the San Francisco Parking Program. In all cases, operation has been entrusted to private lessees.

Proposed Downtown Parking Survey

The Authority is also vitally concerned in the development of a comprehensive parking survey of the downtown area in order to inventory existing parking facilities; survey parking practices and the usage of our present facilities and, of the utmost importance, to estimate present and future parking needs of the motoring public both in the event of rapid transit and without rapid transit; and also in the event of a planned freeway development or, if necessary, without freeway development. It is the consensus of opinion that such a study, if conducted, would prove of inestimable value not only to the Authority, the City as a whole, but also to the State of California in planning and developing traffic patterns for the future.

The Division of Highways of the State of California has indicated a desire to enter into an agreement with the City to pay a proportionate share of the cost of such a survey.

The Bureau of Public Roads of the Federal government has promised assistance of their staff if such a survey is undertaken.

Comprehensive joint parking studies of this kind have been conducted in many of the nation's larger cities.

Accomplishments to date under the foregoing program may be summarized as follows:

1. Private Financing

1) Completed:	<u>Stalls</u>	<u>Stalls</u>
a) 1961-1962	1,228	
b) 1949-1961	<u>13,261</u>	
c) Total	14,489	
11) Total under No. 1		14,489

2. Public-Private Financing

1) Completed:	
a) 1961-1962	500
b) 1949-1961	<u>4,617</u>
c) Total	5,117



11) Under Development:	<u>Stalls</u>	<u>Stalls</u>	<u>Stalls</u>
a) 1961-1962	2,926		
111) Total under No. 2		8,043	

### 3. Public Financing

#### 1) Completed:

a) 1961-1962	-
b) 1949-1961	<u>653</u>
c) Total	<u>653</u>

#### 11) Under Development:

a) 1961-1962	1,000
--------------	-------

111) Total under No. 3	<u>1,653</u>
------------------------	--------------

4. GRAND TOTAL	<u><u>24,185</u></u>
----------------	----------------------

The actual and projected total cost of this program is approximately \$55 million of which, under the Parking Authority's program and policy, only about \$9 million will have required public financing; roughly only about 16% of the total.

### Parking Automobiles - The Major Objective

Although the public parking program will be expanding rapidly during the next year, a very extensive parking service has already been extended to the motorists of San Francisco and the Bay Area, witness the following report of service rendered:

Automobiles Parked	Calendar Yr. 1953-54-55	Calendar Yr. 1956-57-58	Calendar Yr. 1959-60-61	1st 6 Mos. Calendar Yr. 1962	Gr. Total ending 6/30/62
Civic Center	913(53)	113,025(56)	110,403(59)	57,319	958,819
Auto Park	96,801(54)	128,317(57)	116,760(60)		
opened 12/18/53	101,433(55)	121,040(58)	112,808(61)		
Civic Center				169,776	607,733
Plaza Garage			153,757(60)		
opened 3/1/60			284,200(61)		
Fifth & Mission			768,857(59)	463,283	3,145,597
Parking			843,597(60)		
opened 8/28/58		252,899(58)	816,957(61)		





Honorable George Christopher  
September 11, 1962  
Page 11

Automobiles Parked	Calendar Yr. 1953-54-55	Calendar Yr. 1956-57-58	Calendar Yr. 1959-60-61	1st 6 Mos. Calendar Yr. 1962	Gr. Total ending 6/30/62
Forest Hill Parking Plaza opened 7/57		11,475(57) 22,950(58)	22,950(59) 22,950(60) 22,950(61)	11,475**	114,750
Lakeside Village Parking Plaza opened 9/27/56		12,000(56) 57,500(57) 57,500(58)	57,500(59) 57,500(60) 57,500(61)	28,750**	328,250
Marshall Square Auto Park opened 9/16/58			61,299(59) 62,518(60) 48,682(61)	22,253	211,300
Mission-Bartlett Parking Plaza opened 7/30/53	92,483(53) 238,852(54) 212,813(55)	208,715(56) 194,569(57) 185,175(58)	192,309(59) 183,977(60) 175,642(61)	81,441	1,765,970
St. Mary's Sq. Garage opened 5/12/54		292,296(56) 336,360(57) 384,661(58)	394,630(59) 376,537(60) 358,757(61)	190,824	2,730,380
7th & Harrison Parking Plaza opened 4/58			42,843(59) 42,581(60) 10,020(61)	20,570***	130,680
Sutter-Stockton Garage opened 11/19/61				289,667	809,780
	93,396(53)	626,036(56)	1,650,791(59)	1,335,358(62)	
	450,858(54)	728,221(57)	1,894,908(60)		
Total Automobiles Parked	595,364(55)	1,055,446(58)	2,372,900(61)		
	1,139,618	2,409,703	5,918,599	1,335,358	10,803,270

RECAP:

Automobiles Parked 93,396(53)  
all projects 450,858(54)  
1953-54-55 595,364(55)  
1,139,618

Automobiles Parked 626,036(56)  
all projects 728,221(57)  
1956-57-58 1,055,446(58)  
2,409,703

Automobiles Parked 1,650,791(59)  
all projects 1,894,908(60)  
1959-60-61 2,372,900(61)  
5,918,599



Honorable George Christopher  
September 11, 1962  
Page 12

Automobiles Parked 1,335,358(62)  
all projects  
6/30/62

GRAND TOTAL Automobiles Parked all projects to 6/30/62 inclusive 10,803,278

- \* Garage has no record of autos parked for May and June, 1954.
- \*\* Estimated, as no actual count taken of this facility.
- \*\*\* Facility closed for repair for months of February, March, April, May, June, July and August. Operation resumed on September 7, 1961.

In addition, the parking at Candlestick Park special event parking area was as follows:

Fiscal Year 1961-62

Automobiles Parked 326,897  
Buses Parked 3,634  
Season Parking (1962) 243

For your additional information, we show:

1) Revenues from public parking projects:

	<u>1961-62</u>	<u>Total to 6/30/62</u>
Alameda-York Parking Plaza*		
Income Received	\$ -	\$ 18,648.54
Taxes Received (1961-62)	-	-
Taxes Received Total	-	-
	<u>\$ -</u>	<u>\$ 18,648.54</u>
Candlestick Park		
Income Received	\$226,796.64	\$671,392.34
Taxes Received (1961-62)	1,187.20	-
Taxes Received Total	-	3,507.00
	<u>\$227,983.84</u>	<u>\$674,899.34</u>
Civic Center Auto Park		
Income Received	\$ 42,290.94	\$343,804.25
Taxes Received (1961-62)	1,356.80	-
Taxes Received Total	-	15,083.23
	<u>\$ 43,647.74</u>	<u>\$358,887.48</u>
Forest Hill Parking Plaza		
Income Received	\$ 804.00	\$ 4,020.00
Taxes Received (1961-62)	-	-
Taxes Received Total	-	-
	<u>\$ 804.00</u>	<u>\$ 4,020.00</u>





	<u>1961-62</u>	<u>Total to 6/30/62</u>
Lakeside Village Parking Plaza		
Income Received	\$ 1,980.00	\$ 11,385.00
Taxes Received (1961-62)	-	-
Taxes Received Total	-	-
	<u>\$ 1,980.00</u>	<u>\$ 11,385.00</u>
Marshall Square Parking Plaza		
Income Received	\$ 24,212.74	\$103,577.81
Taxes Received (1961-62)	161.12	-
Taxes Received Total	-	161.12
	<u>\$ 24,373.86</u>	<u>\$103,738.93</u>
Mission-Bartlett Parking Plaza		
Income Received	\$ 23,711.73	\$198,373.25
Taxes Received (1961-62)	288.32	-
Taxes Received Total	-	1,364.15
	<u>\$ 24,000.05</u>	<u>\$199,737.40</u>
St. Mary's Square Garage		
Income Received	\$ 28,431.99	\$205,076.99
Taxes Received (1961-62)	32,118.00	-
Taxes Received Total	-	255,942.88
	<u>\$ 60,549.99</u>	<u>\$461,019.87</u>
7th & Harrison Parking Plaza		
Income Received	\$ 6,238.64	\$ 29,684.49
Taxes Received (1961-62)	-	-
Taxes Received Total	-	-
	<u>\$ 6,238.64</u>	<u>\$ 29,684.49</u>
GRAND TOTAL		
Income Received	\$354,466.68	\$1,585,962.67
Taxes Received (1961-62)	35,111.44	-
Taxes Received Total	-	276,058.38
	<u>\$389,578.12</u>	<u>\$1,862,021.05</u>

In the case of Fifth and Mission Garage, Civic Center Plaza and Sutter-Stockton Garage, under the contract the rent payable to the City annually is an amount equal to 100% of the net income after the payment of operating costs and debt service charges.

\* This was a temporary installation of 300 parking spaces at Seals Stadium for the Giants' baseball games furnished through the courtesy of Hamm Brewing Company. It was discontinued upon the opening of the new baseball stadium at Candlestick Park.

The foregoing income has been deposited in the General Fund insofar as tax amounts and tax reimbursements are concerned. The balance of \$88,554.49 has been deposited in the Parking Bond Fund. (Unappropriated)



2) Present status of 1947 Parking Bond Fund:

Original Bond Fund (authorized 1947)	\$5,000,000.00
Increment from Project Rents	219,102.90
Increment from Sale of Air Rights - St. Mary's	<u>99,890.00</u>
Total Fund Accruals	\$5,318,992.90
Appropriated to 6/30/62	\$5,230,438.41
Unappropriated balance 6/30/62	<u>88,554.49</u>
	\$5,318,992.90

Parking Authority Projects Balance Sheet

Gross Income from all Projects (excluding Candlestick Park) June 30, 1962:

Rent	\$ 127,670.04
Taxes	<u>33,924.24</u>
	\$161,594.28

Costs and Expenses:

Tax Roll Deduction	\$ 104,234.00
Parking Authority Current Operating	<u>43,848.00</u>
	\$148,082.00

Net Income:	<u><u>\$13,512.28</u></u>
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Your attention is also directed to the net income allocated to the "Off-Street Parking Fund" from the surplus parking meter revenues from January 1, 1959, to June 30, 1962. This amounts to \$1,452,347.25.

Full Financial Summary

The financial magnitude of San Francisco's present municipal parking program is shown in the following record of gross income to the City and County of San Francisco for the fiscal year July, 1961, to June, 1962, from revenues, rents and taxes from the combined City-owned parking facilities:

<u>Source</u>	<u>Amount</u>
12,347 parking meters	\$1,459,557.66
8 parking lots and garages	321,849.21
1 Special Events Parking (Candlestick Park)	<u>227,983.84</u>
	\$2,009,390.71

\* Revenues from non-profit operations at Fifth and Mission, Sutter-Stockton and Civic Center Garages not included.



Honorable George Christopher  
September 11, 1962  
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Information and Consultation Services

Again, San Francisco's pre-eminent position and success in the emerging field of municipal parking is bringing it national - even international - recognition and attention. This has led to a steadily increasing number of inquiries and personal visits from other cities and public officials during the past year, to which the Authority staff and members have responded insofar as personnel and time limitations have permitted.

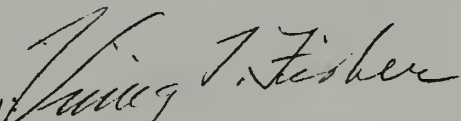
In addition, a steadily increasing function of the Parking Authority has been the extension of parking information to local business associations, institutions and neighborhood groups who have need of such limited advice as the Authority can provide on such matters.

Acknowledgment

The Parking Authority wishes to express its appreciation and to acknowledge the cooperation and assistance of yourself, the members of the Board of Supervisors, the City Attorney, Controller, Chief Administrative Officer, Director of Property, Director of Public Works, Director of Planning, City Engineer, the private garage industry, the public-spirited citizens comprising the corporations sponsoring many major projects, and others who have given so generously of their time and contributed so greatly to the advancement of its program during the past year.

Respectfully submitted,

PARKING AUTHORITY OF THE  
CITY AND COUNTY OF SAN FRANCISCO

By:   
Vining T. Fisher  
Director

VTF:hj  
Attach.









PARKING AUTHORITY

DAVID THOMSON, Chairman

ARTHUR S. BECKER

DONALD MAGNIN

G. BALTZER PETERSON

JOHN E. SULLIVAN

Staff:

VINING T. FISHER, Director

THOMAS J. O'TOOLE, Secretary

HONORABLE GEORGE CHRISTOPHER, Mayor  
City and County of San Francisco





# PARKING AUTHORITY

OF THE CITY AND COUNTY OF SAN FRANCISCO

CITY HALL ANNEX — 450 McALLISTER STREET  
SAN FRANCISCO 2, CALIFORNIA  
HEmlock 1-2121, EXT. 741

GEORGE CHRISTOPHER, Mayor

## Highlights of San Francisco Parking Authority Annual Report to the Mayor for

Fiscal Year ending June 30, 1963

\*\*\*\*\*

- I. 25,261 new off-street parking spaces will have been completed with the construction of the Japanese Cultural Center and Golden Gateway Garages and the Neighborhood Shopping District parking facilities under the San Francisco Parking Authority Parking Program.
- II. \$21,000,000 is the capital value of the five garages constructed under the Parking Authority municipal parking program since 1949.

The completion of the Japanese Cultural Center Garage and the Golden Gateway Garage will bring this total to \$31,000,000.

Over 8,000 automobiles may be parked in these seven municipally-owned garages at one time.

- III. Approximately 1,000 parking spaces, representing an investment of \$4,500,000 are in process of development in San Francisco's neighborhood shopping districts at this time.

Eleven facilities, costing \$1,365,452 have been approved to date.

- IV. San Francisco's municipally-owned parking facilities developed under the Parking Authority program parked 1,566,709 automobiles in the first six months of 1963; 13,887,712 since inception of the program.
- V. Municipal revenue from nine municipal parking projects developed under the Authority program totalled \$331,252.24 in fiscal 1962-63.

The grand total since inception to June 30, 1963 was \$2,193,273.29.

- VI. Parking Authority Balance Sheet - Fiscal 1962-63:

Gross Income from all projects, excluding Candlestick Park and Union Square Garage	\$182,531.54
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### Costs and Expenses:

Tax Roll Deduction	\$104,234.00	
Current Operating Budget	<u>42,102.00</u>	<u>\$146,336.00</u>
NET INCOME		<u>\$ 36,195.54</u>

HIGHLIGHTS OF THE FINANCIAL STATEMENT  
 PREPARED BY THE CITY CLERK  
 FOR THE YEAR ENDING JUNE 30, 1967  
 \*\*\*\*\*

- I. 27.25% new off-street parking spaces will have been completed with the completion of the Japanese Cultural Center and Gateway Gateway Garage and the neighborhood shopping district within facilities under the San Francisco Parking Authority Building Program.
- II. 191,000.00% is the capital value of the various construction under the Parking Authority program since 1965.
- III. The completion of the Japanese Cultural Center Garage and the Gateway Garage will bring total to \$11,000,000.
- IV. Over 2,000 automobiles may be stored in these various facilities owned or leased by the City.
- V. Approximately 1,000 parking spaces, representing an investment of \$4,500,000 are in process of development in San Francisco's neighborhood shopping districts at this time.
- VI. From facilities costing \$1.5 million have been approved for 1967.
- VII. San Francisco's municipal government has facilities developed under the Parking Authority program for \$1.5 million.
- VIII. In the first six months of 1967, the City will have completed of the program.
- IX. Municipal revenue from the various parking projects authorized under the Authority program totaled \$1,000,000 in 1967.
- X. The grand total since inception in June 1965 was \$2,100,000.
- XI. Parking Authority Balance Sheet - Fiscal 1966-67:

Assets	Liabilities and Expenses
Cash and Deposits Accounts Receivable Prepaid Expenses Other Assets	Accounts Payable Deferred Revenue Other Liabilities Total Liabilities and Expenses
Total Assets	Total Liabilities and Expenses

THE PARKING AUTHORITY of the  
CITY AND COUNTY OF SAN FRANCISCO

GEORGE CHRISTOPHER, Mayor

CITY HALL ANNEX  
ROOM 603

450 McALLISTER STREET

SAN FRANCISCO 2, CALIFORNIA  
HEmlock 1-2121, EXT 741

MEMBERS:

DAVID THOMSON  
CHAIRMAN

ARTHUR S. BECKER  
DONALD MAGNIN  
G. BALTZER PETERSON  
JOHN E. SULLIVAN

VINING T. FISHER  
DIRECTOR

THOMAS J. O'TOOLE  
SECRETARY

September 6, 1963

Honorable George Christopher, Mayor  
City and County of San Francisco  
City Hall - Civic Center  
San Francisco 2, California

Statement of Activities of the Parking Authority  
City and County of San Francisco  
Fiscal Year ending June 30, 1963

Dear Mayor Christopher:

The Report of the San Francisco Parking Authority for the fiscal year 1962-1963, together with supplemental information you have requested, is herewith respectfully submitted.

The financial report is set forth in attached copies of the Authority's four (4) quarterly financial reports.

The major accomplishments and activities of the Authority for the past year are shown below. These have been classified according to the Authority's four-point policy and program adopted March 8, 1950.

Policy Point No. 1: Stimulation of and cooperation with private enterprise to finance and construct the facilities required under the off-street parking program.

New Parking Facilities  
Reported Completed and Placed in Operation  
since July 1, 1962

	<u>Stalls</u>
Jackson, Pacific Avenue and Drumm Street (1ot)	220
440 Sansome Street (1ot)	71
Scott and Geary Streets (1ot)	32
18th Avenue and Clement Street (1ot)	16
8th and Bryant Streets (1ot)	150
Clay and Van Ness Avenue (1ot)	35
939 Mission Street (1ot)	60
3rd and Harrison Streets (1ot)	40
682 Ellis Street (1ot)	40
6th and Brannan Streets (1ot)	120
Howard Street between 10th and 11th Streets (1ot)	16
191 Sutter Street (garage)	<u>43</u>

843 stalls



September 6, 1951

Honorable George Christensen, Mayor  
City and County of San Francisco  
City Hall - Civic Center  
San Francisco 2, California

Statement of Activities of the Board of Supervisors  
City and County of San Francisco  
Fiscal Year ending June 30, 1951

Dear Mayor Christensen:

The report of the San Francisco Police Department for the fiscal year 1951-1952, together with supplementary information and data requested by the Board of Supervisors, is respectfully submitted.

The financial report is set forth in separate copies of the Board of Supervisors' report (A) and the Police Department's report (B).

The major accomplishments and activities of the Police Department for the past year are shown below. These have been classified according to the Board of Supervisors' policy and program adopted March 1, 1951.

Police Report No. 1: Statement of and comparison of the activities of the Police Department and the Board of Supervisors for the fiscal year 1951-1952.

Very respectfully,  
George Christensen, Mayor

cc: Board

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Jackson, Pacific Avenue and Ocean Street (1st)  
1410 Sutter Street (1st)  
2nd and 3rd Streets (1st)  
14th Avenue and Ocean Street (1st)  
2nd and 3rd Streets (1st)  
Clay and Van Ness Avenues (1st)  
3rd Mission Street (1st)  
1st and 2nd Streets (1st)  
1st and 2nd Streets (1st)  
1st and 2nd Streets (1st)  
1st and 2nd Streets (1st)  
1st and 2nd Streets (1st)  
1st and 2nd Streets (1st)  
1st and 2nd Streets (1st)  
1st and 2nd Streets (1st)

These additions brought the total of new off-street parking spaces provided under this phase of the Authority program since October 6, 1949, to 15,332 stalls.

Policy Point No. 2: Public cooperation with private enterprise to provide off-street parking by public provision of garage sites and private provision of the construction financing.

The following major downtown parking project beneath historic Portsmouth Square was completed under this policy category and opened for business August 24, 1962:

Portsmouth Square Garage

Location: Sub-surface of Portsmouth Plaza, fronting on Kearny Street between Washington and Clay Streets.

Capacity: Self parking                      504 stalls  
              Attendant parking            800 stalls

Size: Three underground levels and mezzanine

Land cost: None. Property city-owned

Project Cost: \$3,200,000 (including all fees, commissions, and interest reserve)

Completion Date: August 24, 1962

Contractor: Haas & Haynie

Engineers: Gould & Degenkolb

Operator: City of San Francisco Portsmouth Plaza Parking Corporation

Management: S. E. Onorato, Incorporated

Operation: Self parking, at present

Parking rates: 25¢ or 1 coupon                      1 hour  
                  25¢ or 1 coupon                      each additional hour  
                  \$1.50 or 8 coupons                    24 hours  
                  \$25.00                                    Monthly  
                  Free parking with purchase of petroleum products or  
                  services as follows:  
                  \$3.99-\$4.98                            1 hour  
                  \$4.99-\$5.98                            2 hours  
                  \$5.99-\$6.98                            3 hours  
                  \$6.99-\$7.98                            4 hours  
                  \$7.99 and over                        12 hours





This project was built under agreement between the City and County of San Francisco and the City of San Francisco Portsmouth Plaza Parking Corporation, a non-profit corporation. The Parking Authority acted as the agent for the City and County of San Francisco in the development and consummation of this arrangement.

Our rapidly mounting supply of modern, conveniently located, low-cost parking is made possible by the attraction of private money and low overhead costs, resulting from tax relief accorded public service enterprises and jurisdictions acting in the public interest.

Previous Construction in this Category

The following garages had been previously financed and built as cooperative projects between the City and private business:

<u>Name</u>	<u>Date Completed</u>	<u>Stall Capacity</u>	<u>Land Cost</u>	<u>Construction Cost</u>	<u>Total Project Cost</u>
St. Mary's Square Garage	May 12, 1954	828	\$ 400,000	\$2,300,000	\$2,700,000
Fifth and Mission Garage	August 28, 1958	1,083	\$1,600,000	\$2,135,000	\$3,735,000
Fifth and Mission Garage Expansion	November 21, 1961	500	-0-	\$ 800,000	\$1,000,000
Civic Center Plaza Garage	March 1, 1960	1,461	-0-	\$4,500,000	\$4,500,000
Sutter-Stockton Garage	November 19, 1960	932	\$2,550,000	\$3,680,000	\$6,230,000

Under Construction in this Category

The following garage construction has been under development in this category:

Japanese Cultural Center Underground Garage

This project is under joint development by the City of San Francisco Western Addition Parking Corporation, the San Francisco Redevelopment Agency, and the Parking Authority, subject to official approval of the City. Construction is expected to begin in 1963, subject to such approval.

Present estimates indicate the following physical and financial facts for this project:

Location: Sub-surface of the three city block area bounded by Geary, Post, Laguna, and Fillmore Streets



Capacity: Self parking 800 stalls  
Attendant parking 1,100 stalls

Size: One complete and one partial (2/3) underground level

Land Cost: \$256,640

Estimated Construction Cost: \$3,750,000

Operation: Self-parking, attendant parking optional

Proposed Rate Schedule: 25¢ 1 hour  
\$1.50 maximum to 6:00 P. M.  
\$2.50 maximum 24 hours

Proposed Rate Schedule: Under rates comparable to those of the  
(Unit B on Fillmore Street) Neighborhood Parking Program

This area will eventually become a section of the planned Neighborhood  
Program.

Golden Gateway Underground Garage

This project is under joint development by the City of San Francisco  
Golden Gateway Parking Corporation, Perini-San Francisco Associates, the San  
Francisco Redevelopment Agency, and the Parking Authority, also subject to  
official approval by the City.

Location: Sub-surface of the two city-block area bounded by  
Washington, Clay, Davis, and Battery Streets

Capacity: Self parking - 1,326 stalls

Size: 460,446 sq. ft. comprising three or four underground levels  
to be determined

Land Cost: \$2,580,000

Estimated Construction Cost: \$4,010,000

Operation: Self parking

Proposed Rate Schedule: To be determined

The foregoing new off-street parking projects completed or under  
development jointly by government and private business under the Parking Authority  
program to date may be summarized as follows:







	<u>Stalls</u>
St. Mary's Square Garage	828
Fifth and Mission Garage	1,083
Fifth and Mission Garage Expansion	500
Sutter-Stockton Garage	932
Civic Center Plaza Garage	1,461
Portsmouth Square Garage	800
Japanese Cultural Center Garage	800
Golden Gateway Garage	1,326
Civic Center Auto Park	300
Forest Hill Parking Plaza	<u>13</u>
	8,043

Policy Point No. 3: Direct public financing and construction, including site acquisition, where private construction was not or could not be undertaken.

No construction under this category was undertaken during this past fiscal year.

The 8,500 special event parking stalls at Candlestick Park are considered a special case and are not carried as an increment of the general parking program.

Past construction under this category consists of:

	<u>Stalls</u>
Mission-Bartlett Parking Plaza	250
Lakeside Village Parking Plaza	49
7th and Harrison Parking Plaza	<u>270</u>
	569

#### Neighborhood Shopping District Parking Facilities

The basic parking program adopted by the Parking Authority on August 31, 1961, for the neighborhood shopping districts of the City will be a major addition to parking facilities provided under this category of direct public financing and construction.

The program comprises:

22 public parking lots, and  
4 public parking garages, in  
15 neighborhood shopping districts, with  
1,000 parking stall total capacity, for  
\$4,401,315 estimated approximate cost



Thus far, necessary and essential properties have been acquired in the Eureka Valley, Noe Valley, Outer Irving and West Portal areas. Definite commitments have been received in other areas. Acquisition of property for a public project is slow and vexatious. The Authority, at all times, has done everything possible to alleviate hardship on families and owners of business whose properties have been required for such public use. We feel that we have been very successful in this portion of our program.

Upon completion of the neighborhood parking program, the number and capacity of parking facilities constructed under this category will be:

Number of facilities	29
Number of parking stalls	1,569

Financing Time Schedule

1. The Controller of the City and County of San Francisco has estimated that the basic program can be financed in its entirety from monies now on deposit in our "Off-Street Parking Fund," plus the estimated increments which will be realized up to July 1, 1967. These are accruing from parking meter revenues at the rate of \$525,000 a year.
2. The neighborhood program, providing off-street parking facilities in these neighborhood districts, is as follows:

Projects approved to date: 11

<u>District</u>	<u>Parking Stalls</u>	<u>General Location</u>	<u>Cost</u>
Eureka Valley	21	Castro Street	\$ 90,000
Eureka Valley	21	Collingwood Street	122,500
West Portal	22	West Portal Avenue	157,000
West Portal	20	Claremont-Ulloa Streets	167,000
Geary	22	Geary Boulevard	99,000
Outer Irving	25	Irving at 20th Avenue	113,232
Noe Valley	17	24th and Castro Streets	51,000
Portola	15	Felton Street	35,500
Mission	72	Hoff-Rondel Streets	298,320
Mission	19	24th and Capp Streets	76,400
Clement	28	8th Avenue, south	155,500
	<u>282</u>		<u>\$1,365,452</u>

Projects Re-referred and Re-submitted: 6

Inner Irving	56	9th-10th Avenue	\$208,000
Clement	28	9th Avenue, south	116,800
Marina	85	Pierce Street	612,000
North Beach	108	Vellejo Street	542,249
Excelsior	18	Mission (1) NE Mission and Excelsior	163,300
Excelsior	32	Mission (2) Norton-Harrington	126,000
	<u>327</u>		<u>\$1,768,349</u>





Projects Re-referred and Under Study: 3

<u>District</u>	<u>Parking Stalls</u>	<u>General Location</u>	<u>Cost</u>
Haight-Ashbury	32	Haight and Cole Streets	\$173,000
Geary	38	18th-19th Avenues	147,000
Polk	<u>56</u>	Sacramento Street	<u>324,800</u>
	126		\$644,800

Projects Requiring New Site Recommendations,  
 Primarily because of Interim Changes in Original Use: 6

Bay View	20	Quesada Avenue	\$ 9,200
Clement	28	6th Avenue	74,500
Outer Irving	40	23rd Avenue	213,000
Portola	22	San Bruno Avenue	47,000
Mission	38	18th and Capp Streets	154,000
Mission	<u>74</u>	Capp near 20th Street	<u>256,500</u>
	222		\$754,200
	<u>957</u>		<u>\$4,532,801</u>

Policy Point No. 4: Operation of completed facilities.

Neither during the past nor at any time, has it been found necessary to resort to public operation of parking facilities provided under the San Francisco Parking Program. In all cases, operation has been entrusted to private lessees.

However, unless assurances to the contrary are forthcoming from private operators, the neighborhood parking facilities are expected to be under public operation.

Accomplishments to date under the foregoing program may be summarized as follows:

1. Private Financing

1) Completed:

a) 1962-1963	843 stalls
b) 1949-1962	<u>14,489</u> "
c) Total	15,332 "

11) Total Under No. 1

15,332 stalls



Project 10 - 10/15/77

Project	Location	Time	Notes
10/15/77	10/15/77	10/15/77	10/15/77
10/15/77	10/15/77	10/15/77	10/15/77
10/15/77	10/15/77	10/15/77	10/15/77

10/15/77 10/15/77 10/15/77 10/15/77

Project	Location	Time	Notes
10/15/77	10/15/77	10/15/77	10/15/77
10/15/77	10/15/77	10/15/77	10/15/77
10/15/77	10/15/77	10/15/77	10/15/77
10/15/77	10/15/77	10/15/77	10/15/77

Project	Location	Time	Notes
10/15/77	10/15/77	10/15/77	10/15/77

Project 11 - 10/15/77

10/15/77 10/15/77 10/15/77 10/15/77

10/15/77 10/15/77 10/15/77 10/15/77

10/15/77 10/15/77 10/15/77 10/15/77

Project 12 - 10/15/77

10/15/77 10/15/77 10/15/77 10/15/77

10/15/77 10/15/77 10/15/77 10/15/77

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10/15/77 10/15/77 10/15/77 10/15/77

10/15/77 10/15/77 10/15/77 10/15/77

## 2. Public-Private Financing

### 1) Completed:

a) 1962-1963	800 stalls
b) 1949-1962	<u>5,117</u> "
c) Total	<u>5,917</u> "

### 11) Under Development:

a) 1962-1963	2,426 stalls
--------------	--------------

111) Total under No. 2	8,343 stalls
------------------------	--------------

## 3. Public Financing

### 1) Completed:

a) 1962-1963	-
b) 1949-1962	<u>586</u> stalls
c) Total	<u>586</u> "

### 11) Under Development:

a) 1962-1963	1,000 stalls
--------------	--------------

111) Total under No. 3	<u>1,586</u> stalls
------------------------	---------------------

4. GRAND TOTAL	<u><u>25,261</u></u> stalls
----------------	-----------------------------

The actual and projected total cost of this program is approximately \$55 million of which, under the Parking Authority's program and policy, only about \$9 million will have required public financing; roughly only about 16% of the total.

### Parking Automobiles - The Major Objective

Although the public parking program will be expanding rapidly during the next year, a very extensive parking service has already been extended to the motorists of San Francisco and the Bay Area, witness the following report of service rendered:

Automobiles Parked	Calendar Year <u>1953-54-55-56</u>	Calendar Year <u>1957-58-59-60</u>	Calendar Year <u>1961-62</u>	1st 6 mos. Calendar Year 1963	Grand Total ending <u>6/30/63</u>
Civic Center Auto Park opened 12/18/53	913(53) 96,801(54) 101,433(55) 113,025(56)	128,317(57) 121,040(58) 110,403(58) 116,760(60)	112,808(61) 113,992(62)	59,627	1,075,119
Civic Center Plaza Garage opened 3/1/60		153,757(60)	284,200(61) 338,453(62)	178,527	954,937



Honorable George Christopher, Mayor

September 6, 1963

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<u>Automobiles Parked</u>	<u>Calendar Years 1953-54-55-56</u>	<u>Calendar Years 1957-58-59-60</u>	<u>Calendar Years 1961-62</u>	<u>1st 6 mos. Calendar Year 1963</u>	<u>Grand Total ending 6/30/63</u>
Fifth and Mission Parking opened 8/28/58		252,899(58) 768,857(59) 843,597(60)	816,957(61) 999,659(62)	491,688	4,173,657
Forest Hill Parking Plaza opened 7/57		11,475(57) 22,950(58) 22,950(59) 22,950(60)	22,950(61) 22,950(62)	11,475**	137,700
Lakeside Village Parking Plaza opened 9/27/56		57,500(57) 57,500(58) 57,500(59) 57,500(60) 12,000(56)	57,500(61) 57,500(62)	28,750**	385,750
Marshall Square Auto Park opened 9/16/58)			48,682(61) 51,653(62)	34,908	275,612
Mission-Bartlett Parking Plaza opened 7/30/53	92,483(53) 238,852(54) 212,813(55) 208,715(56)	194,569(57) 185,175(58) 192,309(59) 183,977(60)	175,642(61) 168,179(62)	73,681	1,926,395
Portsmouth Square Garage opened 8/24/62			68,151(62)	130,957	199,108
St. Mary's Square Garage opened 5/12/54	115,205(54)* 281,118(55) 292,296(56)	336,360(57) 384,661(58) 394,630(59) 376,537(60)	358,757(61) 384,233(62)	187,308	3,111,105
7th & Harrison Parking Plaza opened 4/58			10,020(61)*** 44,177(62)	40,204	194,494
Sutter-Stockton Garage opened 11/19/61			485,384(61) 604,136(62)	329,584	1,453,835
	93,396(53) 450,858(54) 595,364(55) 626,036(56)	34,731(60) 728,221(57) 1,055,446(58) 1,650,791(59) 1,894,908(60)	2,372,900(61) 2,853,083(62)	1,566,709(63)	
Total Automobiles Parked	<u>1,765,654</u>	<u>5,329,366</u>	<u>5,225,983</u>	<u>1,566,709</u>	<u>13,887,712</u>



Section	Sub-section	Area	Per cent of total area	Per cent of total population	Per cent of total wealth
1. Agriculture	1.1. Farming	1,000,000	100	100	100
2. Livestock	2.1. Cattle	500,000	50	50	50
3. Forestry	3.1. Logging	200,000	20	20	20
4. Mining	4.1. Coal	100,000	10	10	10
5. Manufacturing	5.1. Textiles	50,000	5	5	5
6. Commerce	6.1. Retail	25,000	2.5	2.5	2.5
7. Transportation	7.1. Railroads	10,000	1	1	1
8. Education	8.1. Schools	5,000	0.5	0.5	0.5
9. Health	9.1. Hospitals	2,000	0.2	0.2	0.2
10. Recreation	10.1. Parks	1,000	0.1	0.1	0.1
11. Social Services	11.1. Charities	500	0.05	0.05	0.05
12. Government	12.1. Administration	250	0.025	0.025	0.025
13. Miscellaneous	13.1. Other	100	0.01	0.01	0.01
<b>Total</b>		<b>10,000,000</b>	<b>100</b>	<b>100</b>	<b>100</b>



RECAP:

Automobiles Parked	93,396(53)
all projects	450,858(54)
1953-54-55-56	595,364(55)
	<u>626,036(56)</u>
	1,765,654

Automobiles Parked	728,221(57)
all projects	1,055,446(58)
1957-58-59-60	1,650,791(59)
	<u>1,894,908(60)</u>
	5,329,366

Automobiles Parked	2,372,900(61)
all projects	2,853,083(62)
1961-62	<u>5,225,983</u>

Automobiles Parked	
all projects	
June 30, 1963	1,566,709(63)

GRAND TOTAL Automobiles Parked all projects to June 30, 1963, inclusive	<u>13,887,712</u>
--	-------------------

- \* Garage has no record of automobiles parked for May and June, 1954.
- \*\* Estimated, as no actual count taken of this facility.
- \*\*\* Facility closed for repair for months of February, March, April, May, June, July, and August. Operation resumed on September 7, 1961.

In addition, the parking at Candlestick Park special event parking area was as follows:

Fiscal Year 1962-63

Automobiles Parked	354,977
Buses Parked	4,465
Season Parking (963)	255

For your additional information, we show:

1. Revenues from public parking projects:

	<u>1962-63</u>	<u>Total to 6/30/63</u>
Alameda York Parking Plaza*		
Income Received	\$ -	\$ 18,648.54
Taxes Received (1962-63)	-	-
Taxes Received Total	<u>-</u>	<u>-</u>
	\$ -	\$ 18,648.54



	<u>1962-63</u>	<u>Total to 6/30/63</u>
Civic Center Auto Park		
Income Received	\$ 46,901.94	\$390,706.19
Taxes Received (1962-63)	988.89	-
Taxes Received Total		<u>16,072.12</u>
	<u>\$ 47,890.83</u>	<u>\$406,778.31</u>
Forest Hill Parking Plaza		
Income Received	\$ 804.00	\$ 4,824.00
Taxes Received (1962-63)	-	-
Taxes Received Total		-
	<u>\$ 804.00</u>	<u>\$ 4,824.00</u>
Lakeside Village Parking Plaza		
Income Received	\$ 1,980.00	\$ 13,365.00
Taxes Received (1962-63)	-	-
Taxes Received Total		-
	<u>\$ 1,980.00</u>	<u>\$ 13,365.00</u>
Marshall Square Parking Plaza		
Income Received	\$ 30,567.42	\$134,145.23
Taxes Received (1962-63)	892.05	-
Taxes Received Total		<u>1,053.17</u>
	<u>\$ 31,459.47</u>	<u>\$135,198.40</u>
Mission-Bartlett Parking Plaza		
Income Received	\$ 24,184.98	\$222,558.23
Taxes Received (1962-63)	282.54	-
Taxes Received Total		<u>1,646.69</u>
	<u>\$ 24,467.52</u>	<u>\$224,204.92</u>
St. Mary's Square Garage		
Income Received	\$ 30,561.21	\$235,638.20
Taxes Received (1962-63)	31,484.51	-
Taxes Received Total		<u>287,427.39</u>
	<u>\$ 62,045.72</u>	<u>\$523,065.59</u>
7th & Harrison Parking Plaza		
Income Received	\$ 13,884.00	\$ 43,568.49
Taxes Received (1962-63)	-	-
Taxes Received Total		-
	<u>\$ 13,884.00</u>	<u>\$ 43,568.49</u>
GRAND TOTAL		
Income Received	\$148,883.55	\$1,063,453.88
Taxes Received (1962-63)	33,647.99	-
Taxes Received Total		<u>306,199.37</u>
	<u>\$182,531.54</u>	<u>\$1,369,653.25</u>

County of Hennepin

1850	1850	1850
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1896	1896	1896
1897	1897	1897
1898	1898	1898
1899	1899	1899
1900	1900	1900



In addition, the following revenues have been received by the City from Candlestick Park Parking Plaza:

	<u>1962-63</u>	<u>Total to 6/30/63</u>
Candlestick Park Parking Plaza		
Income Received	\$148,292.73	\$819,685.07
Taxes Received (1962-63)	427.97	-
Taxes Received Total	-	3,934.97
	<u>\$148,720.70</u>	<u>\$823,620.04</u>

A further undetermined sum has been received from Union Square Garage.

In the case of Fifth and Mission Garage, Civic Center Plaza Garage, Sutter-Stockton Garage and Portsmouth Square Garage, under the contract the rent payable to the City annually is an amount equal to 100% of the net income after the payment of operating costs and debt service charges. (Portsmouth Square Garage is 103%.)

\*This was a temporary installation of 300 parking spaces at Seals Stadium for the Giants' baseball games furnished through the courtesy of Hamm Brewing Company. It was discontinued upon the opening of the new baseball stadium at Candlestick Park.

## 2. Present status of 1947 Parking Bond Fund:

Original Bond Fund (authorized 1947)	\$5,000,000.00	
Increment from Project Rents	332,367.01	
Increment from sale of Air Rights - St. Mary's Square Garage	<u>99,890.00</u>	
Total Fund Accruals		<u>\$5,432,257.01</u>
Appropriated to June 30, 1963	\$5,318,992.90	
Unappropriated balance June 30, 1963	<u>113,264.11</u>	
		<u>\$5,432,257.01</u>
Bonds outstanding June 30, 1963	\$2,950,000.00	
Bonds redeemed 1962-63	\$ 300,000.00	
Bond interest paid 1962-63	\$ 71,787.50	





Parking Authority Projects' Balance Sheet

Gross Income from all projects (excluding Candlestick Park Parking Plaza and Union Square Garage) year ending June 30, 1963:

Rent	\$148,883.55	
Taxes	<u>33,647.99</u>	\$182,531.54
Costs and Expenses		
Tax Roll Deduction	\$104,234.00	
Parking Authority Current Operating	<u>42,102.00</u>	<u>\$146,336.00</u>
NET INCOME		<u>\$ 36,195.54</u>

Information and Consultation Services

Again, San Francisco's pre-eminent position and success in the emerging field of municipal parking is bringing it national - even international - recognition and attention. This continues to invite a steadily increasing number of inquiries and personal visits from other cities and public officials to which the Authority staff and members have responded insofar as personnel and time limitations have permitted.

In addition, a steadily increasing function of the Parking Authority has been the extension of parking information to local business associations, institutions, and neighborhood groups.

Parking and Highways - Hope of the Future

In his nationally syndicated column of August 26, 1963, Leslie Gould declared:

"As the auto industry goes, so goes the economy," but warned,

"There is plenty of room (expanding production) but the two major bottlenecks are:

The jammed, inadequate highways, and

The lack of off-street parking facilities, which is creating king sized traffic jams in the cities."  
(emphasis added)

Keenly conscious of this situation, the San Francisco Parking Authority has its sights on the future and is constantly planning an expanded parking program commensurate in scope with the expanding need.

151

1. 10, 234

Temperature (°C)	Rate of reaction
0	0
10	5
20	8
30	10
40	0

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Honorable George Christopher, Mayor  
September 6, 1963  
Page 14

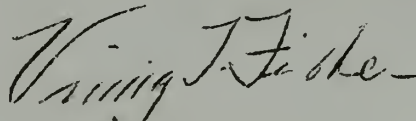
Acknowledgment

The Parking Authority wishes to express its appreciation and to acknowledge the cooperation and assistance of yourself, the Chief Administrative Officer, members of the Board of Supervisors, the City Attorney, Controller, Director of Property, Director of Public Works, Director of Planning, City Engineer, the private garage industry, the public-spirited citizens comprising the corporations sponsoring many major projects, and others who have given so generously of their time and contributed so greatly to the advancement of its program during the past year.

Respectfully submitted,

PARKING AUTHORITY OF THE CITY  
AND COUNTY OF SAN FRANCISCO

By



Vining T. Fisher  
Director

VTF:he  
Encs.





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# ANNUAL REPORT

DOCUMENTS

OCT 15 1964

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## PARKING AUTHORITY CITY AND COUNTY OF SAN FRANCISCO

FISCAL YEAR ENDING JUNE 30, 1964



OUTER IRVING PARKING PLAZA

A typical unit in San Francisco's \$4,500,000  
Neighborhood Shopping District Parking Program



PARKING AUTHORITY

ARTHUR S. BECKER, Chairman

Wm. JACK CHOW

DONALD MAGNIN

JOHN E. SULLIVAN

DAVID THOMSON

Staff:

VINING T. FISHER, Director

THOMAS J. O'TOOLE, Secretary

HONORABLE JOHN F. SHELLEY, Mayor  
City and County of San Francisco



450 McALLISTER STREET • ROOM 603  
SAN FRANCISCO, CALIFORNIA 94102  
Klondike 8-3651

JOHN F. SHELLEY, Mayor

Highlights of San Francisco Parking Authority  
Annual Report to the Mayor  
for

Fiscal Year ending June 30, 1964

\*\*\*\*\*

I. 26,013 new off-street parking spaces will have been completed with the construction of the Japanese Cultural Center and Golden Gateway Garages and the Neighborhood Shopping District parking facilities under the San Francisco Parking Authority parking program.

II. \$21,000,000 is the capital value of the five garages constructed under the Parking Authority municipal parking program since 1949.

The completion of the Japanese Cultural Center Garage and the Golden Gateway Garage will bring this total to approximately \$31,000,000.

Over 8,000 automobiles may be parked in these seven municipally-owned garages at one time.

III. Approximately 1,000 parking spaces, representing an investment of approximately \$4,500,000 are in process of development in San Francisco's neighborhood shopping districts at this time.

Sixteen facilities, costing \$3,052,971 have been approved to date.

IV. San Francisco's municipally-owned parking facilities parked 4,450,136 automobiles in fiscal 1963-1964; an increase of 4.2% over 1962-1963.

V. Municipal revenue from 13 municipal parking projects for fiscal year 1963-1964:

Gross revenue	\$4,412,296.60	+6.99%
Rent and taxes received by City	\$ 745,466.34	+10%

VI. Parking Authority Budget fiscal year 1963-1964: \$42,102.00; +\$12.00



Memorandum for the Secretary  
Subject: [Illegible]  
Date: [Illegible]  
[Illegible]  
[Illegible]

- I. [Illegible text]
- II. [Illegible text]
- III. [Illegible text]
- IV. [Illegible text]
- V. [Illegible text]
- VI. [Illegible text]
- VII. [Illegible text]

# THE PARKING AUTHORITY of the CITY AND COUNTY OF SAN FRANCISCO

JOHN F. SHELLEY, MAYOR

450 McALLISTER STREET  
ROOM 603

CITY HALL ANNEX

SAN FRANCISCO, CALIFORNIA 94102  
HEmlock 1-2121, EXT 741

MEMBERS:  
ARTHUR S. BECKER  
CHAIRMAN  
WM. JACK CHOW  
DONALD MAGNIN  
JOHN E. SULLIVAN  
DAVID THOMSON

VINING T. FISHER  
DIRECTOR

THOMAS J. O'TOOLE  
SECRETARY

September 4, 1964

Honorable John F. Shelley, Mayor  
City and County of San Francisco  
200 City Hall  
San Francisco, California 94102

## STATEMENT OF ACTIVITIES OF THE PARKING AUTHORITY City and County of San Francisco Fiscal Year ending June 30, 1964

Dear Mayor Shelley:

The report of the Parking Authority for the fiscal year 1963-1964, together with supplemental information you have requested, is herewith respectfully submitted.

The financial status is set forth in attached copies of the Authority's four (4) quarterly reports.

### PARKING AUTHORITY ORGANIZATION

The San Francisco Parking Authority is composed of:

Five Members appointed for four-year terms by the Mayor and approved by the Board of Supervisors.

Staff composed of four members, consisting of the Director, Secretary to the Authority, and two Secretaries.

### PARKING AUTHORITY BUDGET

1962-1963	\$41,990
1963-1964	\$42,102
Past ten-year average	\$41,549

### PARKING AUTHORITY FUNCTION

The Parking Authority functions like a department of the City and County government and is directly responsible to the Mayor and the Board of Supervisors of the City and County of San Francisco.

September 1, 1966

Honorable John F. Shelley, Mayor  
City and County of San Francisco  
Two City Hall  
San Francisco, California 94102

STATEMENT OF ACTIVITIES OF THE FISCAL AUTHORITY  
CITY AND COUNTY OF SAN FRANCISCO  
FISCAL YEAR ENDING JUNE 30, 1966

Dear Mayor Shelley:

The report of the Fiscal Authority for the fiscal year 1965-1966, together with  
supplemental information you have requested, is being respectfully submitted.

The financial section is set forth in attached copies of the Authority's Form (a)  
quarterly reports.

FINANCIAL AUTHORITY INFORMATION

The San Francisco Police Authority is requested to:

File reports submitted for 1965-1966 with the Mayor and  
approved by the Board of Supervisors.

File a report of financial condition, consisting of the Financial  
Statement and the Balance Sheet, with the Board of Supervisors.

FINANCIAL AUTHORITY INFORMATION

1965-1966	1965-1966
1964-1965	1964-1965
1963-1964	1963-1964

FINANCIAL AUTHORITY INFORMATION

The Financial Authority functions like a department of the City and County government  
and is directly responsible to the Mayor and the Board of Supervisors of the City  
and County of San Francisco.



September 4, 1964

In its present capacity, it is responsible for advising and making recommendations to the Mayor and Board of Supervisors on matters pertaining to the off-street parking program. Where required, the Authority also acts as an agent for the City and County government in carrying out off-street parking programs approved by the City administration.

Function No. 1: Investigative and recommendatory work required for the development of new off-street parking facilities throughout San Francisco.

Function No. 2: To make recommendation to the Mayor and Board of Supervisors regarding parking rates and charges and the operational procedures and regulations in force at each of the City and County off-street parking facilities for which it is responsible.

#### POLICY, PROGRAM AND ACCOMPLISHMENTS

The major accomplishments and activities of the Authority for the past year are shown below. These have been classified according to the Authority's policy and program adopted February 8, 1950.

Policy Point No. 1: Stimulation of and cooperation with private enterprise to finance and construct the facilities required under the off-street parking program.

New parking facilities reported completed and placed in operation during fiscal year 1963-1964: 829 stalls

These additions brought the total of new off-street parking spaces provided under this phase of the Authority program since October 6, 1949 to 16,161 stalls.

Policy Point No. 2: Public cooperation with private enterprise to provide off-street parking by public provision of garage sites and private provision of the construction financing.

#### Construction in this Category

The following parking facilities have been financed and built as cooperative projects between the City and private business:

<u>Name</u>	<u>Date Completed</u>	<u>Stall Capacity</u>	<u>Land Cost</u>	<u>Construction Cost</u>	<u>Total Project Cost</u>
St. Mary's Square Garage	May 12, 1954	828	\$ 400,000	\$2,300,000	\$2,700,000
Fifth and Mission Garage	August 28, 1958	1,083	\$1,600,000	\$2,135,000	\$3,735,000





Honorable John F. Shelley, Mayor

Page 3

September 4, 1964

<u>Name</u>	<u>Date Completed</u>	<u>Capacity</u>	<u>Land Cost</u>	<u>Construction Cost</u>	<u>Total Project Cost</u>
Fifth and Mission Garage Expansion	November 21, 1961	500	-0-	\$ 800,000	\$1,000,000
Civic Center Plaza Garage	March 1, 1960	1,461	-0-	\$4,500,000	\$4,500,000
Sutter-Stockton Garage	November 19, 1960	932	\$2,550,000	\$3,680,000	\$6,230,000
Portsmouth Square Garage	August 24, 1962	800	-0-	\$3,200,000	\$3,200,000
Civic Center Auto Park	December 18, 1953	276	-0-	\$ 31,000	\$ 31,000
Forest Hill Parking Plaza	July, 1957	13	-0-	-0-	-0-

Under Construction or Planned  
in this Category

The following garage construction has been under development in this category.

Japanese Cultural Center Underground Garage

This project is under joint development by National Braemar, Inc., the City of San Francisco Western Addition Parking Corporation, the San Francisco Redevelopment Agency, and the Parking Authority, subject to official approval of the City. It is reported that necessary and essential financing has finally been completed by the Corporation, and construction is expected to begin in late 1964, subject to approvals.

Present estimates indicate the following physical and financial facts for this project:

Location: Sub-surface of the three city-block area bounded by Geary, Post, Laguna and Fillmore Streets

Capacity: Self parking 800 stalls  
Attendant parking 1,100 stalls

Size: One complete and one partial (2/3) underground levels

Land cost: \$256,640

Estimated construction cost: \$3,750,000

Operation: Self-parking; attendant parking optional



September 4, 1964

Japanese Cultural Center Underground Garage (contd.)

Proposed Rate Schedule:	25¢	1 hour
	\$1.50 maximum	to 6:00 P. M.
	\$2.50 maximum	24 hours

Proposed Rate Schedule: Under rates comparable to those  
(Unit B on Fillmore Street) of the Neighborhood Parking Program.

This area will eventually become a section of the planned Neighborhood Program.

Golden Gateway Underground Garage

This project is under joint development by the City of San Francisco Golden Gateway Parking Corporation, Perini-San Francisco Associates, the San Francisco Redevelopment Agency, and the Parking Authority, also subject to official approval by the City.

Location: Sub-surface of the two City-block area bounded  
by Washington, Clay, Davis and Battery Streets

Capacity: Self parking 1,326 stalls

Size: 460,446 square feet comprising three or four underground  
levels to be determined

Land cost: \$1,090,000

Estimated construction cost: \$4,036,642

Operation: Self parking

Proposed rate schedule:	50¢	first hour
	35¢	each additional hour

The capacity of the foregoing off-street parking projects completed or under development jointly by government and private business under the Parking Authority program to date totals 8,043 parking stalls.

Policy Point No. 3: Direct public financing and construction, including site acquisition, where private construction was not or could not be undertaken.

The 8,500 special event parking stalls at Candlestick Park are considered a special case and are not carried as an increment of the general parking program.

Past construction under this category consists of:

Mission-Bartlett Parking Plaza	250 stalls
Lakeside Village Parking Plaza	49 stalls
7th and Harrison Parking Plaza	<u>270 stalls</u>

569 stalls

# THE HISTORY OF THE UNITED STATES

From the first settlement of the continent to the present day, the history of the United States is a story of growth and development. It is a story of the struggles of a young nation to establish its identity and its place in the world.

The early years of the United States were marked by a series of wars and conflicts. The American Revolution, the War of 1812, and the Civil War were all part of the process of shaping the nation. Each of these conflicts played a role in defining the character of the United States.

## THE AMERICAN REVOLUTION

The American Revolution was a turning point in the history of the United States. It was a struggle for independence from British rule, and it resulted in the creation of a new nation. The revolution was fought between 1775 and 1783, and it was a decisive victory for the American colonists.

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September 4, 1964

Policy Point No. 3 (contd.)

Neighborhood Shopping District Parking Facilities

The basic parking program adopted by the Parking Authority on August 31, 1961, for the neighborhood shopping districts of the City will be a major addition to parking facilities provided under this category of direct public financing and construction.

The program comprises:

21 public parking lots, and  
4 public parking garages, in  
15 neighborhood shopping districts, with  
923 parking stall total capacity, for  
\$4,391,171 estimated approximate cost

Thus far all properties have been acquired for the Eureka Valley Parking Plaza No. 1, Noe Valley Parking Plaza, Outer Irving Parking Plaza, and West Portal Parking Plaza No. 1. Definite commitments have been received in other areas. The Authority, at all times, has done everything possible to alleviate hardship on families and owners of business whose properties have been required for such public use.

Under completion of the Neighborhood Parking Program, the number and capacity of parking facilities constructed under this category will be:

Number of facilities 28

Number of parking stalls 1,492

Financing Time Schedule

1. The Controller of the City and County of San Francisco has estimated that the basic program can be financed in its entirety from monies now on deposit in our "Off-Street Parking Fund," plus the estimated increments which will be realized up to July 1, 1967. These are accruing from parking meter revenues at the rate of \$525,000 a year.
2. The Neighborhood Program, providing off-street parking facilities in these neighborhood districts, is as follows:

Projects approved to date: 16

<u>District</u>	<u>Parking Stalls</u>	<u>General Location</u>	<u>Cost</u>
Eureka Valley	21	Castro Street	\$ 98,000.
Eureka Valley	21	Collingwood Street	128,600
West Portal	22	West Portal Avenue	160,200
West Portal	20	Claremont-Ulloa Streets	172,100
Geary	22	Geary Boulevard	102,000



# Annual Report 2010

## Executive Summary

The company has achieved significant growth in 2010, with revenue increasing by 15% compared to 2009. This growth was driven by strong performance in the core business units, particularly in the North America and Europe regions. The company's focus on innovation and customer service has resulted in increased market share and improved profitability.

## Key Performance Indicators

Key Performance Indicators (KPIs) for 2010 include:

- Revenue Growth: 15%
- Profit Margin: 22%
- Customer Satisfaction: 85%
- Employee Retention: 90%

The company's financial performance in 2010 was strong, with revenue reaching \$1.2 billion. This was a 15% increase from 2009. The profit margin was 22%, up from 20% in 2009. Customer satisfaction was 85%, and employee retention was 90%. The company's focus on innovation and customer service has resulted in increased market share and improved profitability.

The company's financial performance in 2010 was strong, with revenue reaching \$1.2 billion. This was a 15% increase from 2009. The profit margin was 22%, up from 20% in 2009. Customer satisfaction was 85%, and employee retention was 90%.

## Financial Performance

Revenue: \$1.2 billion

## Operational Performance

The company's operational performance in 2010 was strong, with revenue reaching \$1.2 billion. This was a 15% increase from 2009. The profit margin was 22%, up from 20% in 2009. Customer satisfaction was 85%, and employee retention was 90%.

The company's operational performance in 2010 was strong, with revenue reaching \$1.2 billion. This was a 15% increase from 2009. The profit margin was 22%, up from 20% in 2009. Customer satisfaction was 85%, and employee retention was 90%.

## Future Outlook

Region	Revenue	Profit	Customer Satisfaction
North America	\$600M	\$132M	85%
Europe	\$400M	\$88M	85%
Asia	\$200M	\$44M	85%
Latin America	\$100M	\$22M	85%
Africa	\$50M	\$11M	85%

September 4, 1964

Projects approved to date (contd.): 16

<u>District</u>	<u>Parking Stalls</u>	<u>General Location</u>	<u>Cost</u>
Outer Irving	25	Irving at 20th Avenue	\$ 113,232
Noe Valley	17	24th Street	53,900
Portola	15	Felton Street	44,800
Mission	72	Hoff-Rondel Streets	308,000
Mission	19	24th and Capp Streets	76,400
Clement	28	8th Avenue	165,300
Clement*	28	9th Avenue	120,500
Marina*	85	Pierce Street	612,000
North Beach*	108	Vallejo Street	542,249
Excelsior*	32	Norton-Harrington	130,970
Inner Irving*	<u>40</u>	8th-9th Avenues	<u>224,720</u>
	575		\$3,052,971

\*Project development advanced from "Projects Rereferred and Resubmitted" to "Projects Approved to Date" this year.

Projects rereferred and resubmitted: 1

Geary	38	18th-19th Avenues	\$ 115,000
-------	----	-------------------	------------

Projects rereferred and under study: 2

Haight-Ashbury	32	Haight and Cole Streets	\$ 160,000
Polk	<u>56</u>	Sacramento Street	<u>309,000</u>
	88		\$ 469,000

Projects requiring new site recommendations,  
primarily because of interim changes in original use: 6

Bay View	20	Quesada Avenue	\$ 9,200
Clement	28	6th Avenue	74,500
Outer Irving	40	23rd Avenue	213,000
Portola	22	San Bruno Avenue	47,000
Mission	38	18th and Capp Streets	154,000
Mission	<u>74</u>	Capp near 20th Street	<u>256,500</u>
	222		\$ 754,200
	<u>923</u>		<u>\$4,391,171</u>

Figure 1. The effect of the concentration of the *Agrobacterium* suspension on the transformation efficiency of *Agrobacterium* strains. The number of transformed cells was determined by the number of colonies obtained on the selective medium. The results are the mean of three independent experiments. Error bars represent standard deviation.

*[Faint handwritten notes at the bottom of the page]*

*Journal of Management Education* 30(6)p. 789-804

September 4, 1964

Accomplishments to date under the foregoing program may be summarized as follows:

1. Private financing

1) Completed:

a) 1963-1964	829 stalls
b) 1949-1963	<u>15,332</u> "
c) Total	16,161 "

11) Total under No. 1 16,161 stalls

2. Public-private financing

1) Completed:

a) 1963-1964	800 stalls
b) 1949-1963	<u>5,117</u> "
c) Total	5,917 "

11) Under development:

a) 1963-1964	2,426 stalls
--------------	--------------

111) Total under No. 2 8,343 stalls

3. Public financing

1) Completed:

a) 1963-1964	-
b) 1949-1963	<u>586</u> stalls
c) Total	586 "

11) Under development:

a) 1963-1964	923 stalls
--------------	------------

111) Total under No. 3 1,509 stalls

4. GRAND TOTAL 26,013 stalls

The actual and projected total cost of this program is approximately \$55 million of which, under the Parking Authority's program and policy, only about \$9 million will have required public financing; roughly only about 16% of the total.





COMPARATIVE STATEMENT  
San Francisco Municipal Parking Facilities  
1963-1964

Facility	Gross Income		Increase-Decrease		Rent Paid City		Increase-Decrease	
	1962-63	1963-64	\$	%	1962-63	1963-64	\$	%
CANDLESTICK PARK (Autos)	\$ 329,282.10	\$ 304,448.85	-\$ 24,833.25	-7.54	\$292,782.66	\$276,135.15	-\$16,647.51	-5.69
C.CENTER AUTO	81,194.85	88,843.13	+ 7,648.28	+9.42	46,901.94	68,659.67	+ 21,757.73	+46.39
C.CENTER GARAGE	268,798.07	280.120.95	+11,322.88	+4.21	*	*		
5th & MISSION	603,825.98	639,907.37	+36,081.39	+5.98	*	*		
MARSHALL SQ.	39,934.54	45,769.83	+ 5,835.29	+14.61	30,567.42	35,353.39	+ 4,785.97	+15.66
MISSION-BARLETT	45,631.84	43,299.23	- 2,332.61	-5.11	24,184.98	23,084.38	- 1,100.60	-4.55
PORTSMOUTH SQ.	208,810.56	397,913.23	+189,102.67	+90.56	*	*		
ST. MARY'S SQ.	661,140.12	700,366.41	+39,226.29	+5.93	30,561.21	32,539.38	+1,978.17	+6.47
7th & HARRISON	16,182.50	20,461.25	+ 4,278.75	+26.44	13,884.00	16,716.84	+2,832.84	+20.40
SUTTER-STOCKTON	653,308.53	699,382.35	+46,073.82	+ 7.05	*	*		
UNION SQ.	1,213,000.00	1,189,000.00	- 24,000.00	-1.98	179,222.17	230,736.04	+51,513.87	+28.74
FOREST HILL	804.00	804.00			804.00	804.00		
LAKE SIDE VILLAGE	1,980.00	1,980.00			1,980.00	1,980.00		
TOTAL PROJECTS	\$4,123,893.09	\$4,412,296.60	+\$288,403.51	+6.99	\$620,888.38	\$686,008.85	+\$65,120.47	+10.49

\*In the case of 5th & Mission Garage, Civic Center Plaza Garage, Sutter-Stockton Garage and Portsmouth Square Garage, under the contract the rent payable to the City annually is an amount equal to 100% of net income after the payment of operating costs and debt service charges. (Portsmouth Square Garage is 103%.)



Honorable John F. Shelley, Mayor  
Page 9  
September 4, 1964

Facility	Autos Parked		Increase-Decrease		Taxes Received		Total Taxes and Rent	
	1962-63	1963-64	#	%	1962-63	1963-64	1962-63	1963-64
CANDLESTICK PARK (Autos) (Buses)	366,732 4,465	327,314 5,126	-39,418 +	-10.75 +14.80	\$ 427.97	\$	\$293,210.63	\$276,135.15
C.CENTER AUTO	116,300	127,851	+11,551	+ 9.93	988.89	295.79	47,890.83	68,955.46
C.CENTER GARAGE	347,204	354,553	+ 7,349	+ 2.12				
5th & MISSION	1,028,064	1,078,085	+50,021	+ 4.87				
MARSHALL SQ.	64,308	73,533	+ 9,225	+14.35	892.05	892.05	31,459.47	36,245.44
MISSION-BARLETT	160,419	145,870	-14,549	- 9.07	282.54	319.26	24,467.52	23,403.64
PORTSMOUTH SQ.	159,108	252,950	+53,842	+27.04				
ST. MARY'S SQ.	380,717	387,090	+ 6,373	+ 1.67	31,484.51	34,916.72	62,045.72	57,456.10
7th & HARRISON	63,811	79,950	+16,139	+25.29			13,884.00	16,716.84
SUTTER-STOCKTON	644,053	706,134	+62,081	+ 9.64				
UNION SQ.	814,988	831,230	+16,242	+ 1.99	21,473.04	23,033.67	200,695.21	253,769.71
FOREST HILL	22,950	22,950					804.00	804.00
LAKESIDE VILLAGE	57,500	57,500					1,980.00	1,980.00
TOTAL PROJECTS	4,270,619	4,450,136	+179,517	+ 4.20	\$55,549.00	\$59,457.49	\$676,437.38	\$745,466.34





Honorable John F. Shelley, Mayor

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September 4, 1964

PRESENT STATUS OF 1947 PARKING BOND FUND

Original Bond Fund (authorized 1947)	\$5,000,000.00	
Increment from Project Rents	469,735.15	
Increment from sale of Air Rights - St. Mary's Square Garage	<u>99,890.00</u>	
Total Fund Accruals		<u>\$5,569,625.15</u>
Appropriated to June 30, 1964	\$5,432,257.01	
Unappropriated balance June 30, 1964	<u>137,368.14</u>	
		<u>\$5,569,625.15</u>
Bonds outstanding June 30, 1964	\$2,600,000.00	
Bonds redeemed 1963-1964	\$ 350,000.00	
Bond interest paid 1963-1964	\$ 66,218.75	

ACKNOWLEDGMENT

The Parking Authority wishes to express its appreciation and to acknowledge the cooperation and assistance of yourself, the Chief Administrative Officer, members of the Board of Supervisors, the City Attorney, Controller, Director of Property, Director of Public Works, Director of Planning, City Engineer, the private garage industry, the public-spirited citizens comprising the corporations sponsoring many major projects, and others who have given so generously of their time and contributed so greatly to the advancement of its program during the past year.

Respectfully submitted,

PARKING AUTHORITY OF THE CITY  
AND COUNTY OF SAN FRANCISCO

By

Vining T. Fisher  
Director

VTF:he  
Encs.







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# ANNUAL REPORT

## PARKING AUTHORITY CITY AND COUNTY OF SAN FRANCISCO



FISCAL YEAR ENDING JUNE 30, 1965



Completed units in San Francisco's \$4,500,000



PARKING AUTHORITY

ARTHUR S. BECKER, Chairman

Wm. JACK CHOW

DONALD MAGNIN

JOHN E. SULLIVAN

DAVID THOMSON

Staff:

VINING T. FISHER, Director

THOMAS J. O'TOOLE, Secretary

HONORABLE JOHN F. SHELLEY, Mayor  
City and County of San Francisco





THE PARKING AUTHORITY of the  
CITY AND COUNTY OF SAN FRANCISCO

JOHN F. SHELLEY, MAYOR

450 McALLISTER STREET  
ROOM 603

CITY HALL ANNEX

SAN FRANCISCO, CALIFORNIA 94102  
KLondike 8-3651

MEMBERS:

ARTHUR S. BECKER  
CHAIRMAN

WM. JACK CHOW  
DONALD MAGNIN  
JOHN E. SULLIVAN  
DAVID THOMSON

VINING T. FISHER  
DIRECTOR

THOMAS J. O'TOOLE  
SECRETARY

September 7, 1965

Honorable John F. Shelley, Mayor  
City and County of San Francisco  
200 City Hall  
San Francisco, California 94102

STATEMENT OF ACTIVITIES OF THE PARKING AUTHORITY  
City and County of San Francisco  
Fiscal Year ending June 30, 1965

Dear Mayor Shelley:

The report of the Parking Authority for the fiscal year 1964-1965, together with supplemental information you have requested, is herewith respectfully submitted.

The financial status is set forth in attached copies of the Authority's four (4) quarterly reports.

PARKING AUTHORITY ORGANIZATION

The San Francisco Parking Authority is composed of:

Five Members appointed for four-year terms by the Mayor and approved by the Board of Supervisors.

Staff composed of four members, consisting of the Director, Secretary to the Authority, and two Secretaries.

PARKING AUTHORITY BUDGET

1963-1964	\$42,102
1964-1965	\$44,215
Past ten-year average	\$41,992

PARKING AUTHORITY FUNCTION

The Parking Authority functions like a department of the City and County government and is directly responsible to the Mayor and the Board of Supervisors of the City and County of San Francisco.

September 11, 1965

Honorable John V. Shilley, Mayor  
City and County of San Francisco  
300 City Hall  
San Francisco, California 94102

MEMORANDUM FOR ACTING ATTORNEY GENERAL  
City and County of San Francisco  
Special Report, dated 8/25/65

Dear Mayor Shilley:

The report of the Public Authority for the period 1964-1965, together with  
supplemental information you have requested, are herewith respectfully submitted.  
The financial status as set forth in attached copies of the Authority's form (A)  
herewith appears.

FINANCIAL STATUS

The San Francisco Public Authority is composed of:

Five officers appointed for four-year terms by the Mayor and  
approved by the Board of Supervisors.

Each composed of two members, representing the business  
community and the laboring community.

BOARD OF SUPERVISORS

1963-1964	1964-1965
1964-1965	1965-1966
1965-1966	1966-1967

FINANCIAL AUTHORITY

The Public Authority functions like a department of the City and County Government  
and is directly responsible to the Mayor and the Board of Supervisors. The City  
and County of San Francisco.

September 7, 1965

In its present capacity, it is responsible for advising and making recommendations to the Mayor and Board of Supervisors on matters pertaining to the off-street parking program. Where required, the Authority also acts as an agent for the City and County government in carrying out off-street parking programs approved by the City administration.

Function No. 1: Investigative and recommendatory work required for the development of new off-street parking facilities throughout San Francisco.

Function No. 2: To make recommendation to the Mayor and Board of Supervisors regarding parking rates and charges and the operational procedures and regulations in force at each of the City and County off-street parking facilities for which it is responsible.

#### POLICY, PROGRAM AND ACCOMPLISHMENTS

The major accomplishments and activities of the Authority for the past year are shown below. These have been classified according to the Authority's policy and program adopted February 8, 1950.

Policy Point No. 1: Stimulation of and cooperation with private enterprise to finance and construct the facilities required under the off-street parking program.

New parking facilities reported  
completed and placed in operation  
during fiscal year 1964-1965: 867 stalls

These additions brought the total of new off-street parking spaces provided under this phase of the Authority program since October 6, 1949 to 17,028 stalls

Policy Point No. 2: Public cooperation with private enterprise to provide off-street parking by public provision of garage sites and private provision of the construction financing.

#### Construction in this Category

The following parking facilities have been financed and built as cooperative projects between the City and private business:





Honorable John F. Shelley, Mayor

Page 3

September 7, 1965

<u>Name</u>	<u>Date Completed</u>	<u>Stall Capacity</u>	<u>Land Cost</u>	<u>Construction Cost</u>	<u>Total Project Cost</u>
St. Mary's Square Garage	May 12, 1954	828	\$ 400,000	\$2,300,000	\$2,700,000
Fifth and Mission Garage	August 28, 1958	938	\$1,600,000	\$2,135,000	\$3,735,000
Fifth and Mission Garage Expansion	November 21, 1961	534	-0-	\$ 800,000	\$1,000,000
Civic Center Plaza Garage	March 1, 1960	1,461	-0-	\$4,500,000	\$4,500,000
Sutter-Stockton Garage	November 19, 1960	932	\$2,550,000	\$3,680,000	\$6,230,000
Portsmouth Square Garage	August 24, 1962	800	-0-	\$3,200,000	\$3,200,000
Civic Center Auto Park	December 18, 1953	276	-0-	\$ 31,000	\$ 31,000
Forest Hill Parking Plaza	July, 1957	13	-0-	-0-	-0-

Under Construction in this Category

The following garage is under construction in this category:

Golden Gateway Underground Garage

This project is under joint development by the City of San Francisco Golden Gateway Parking Corporation, Golden Gateway Center, the San Francisco Redevelopment Agency, and the Parking Authority.

Location: Sub-surface of the two City-block area bounded by Washington, Clay, Davis and Battery Streets.

Capacity: Self-parking 1,326 stalls

Size: 460,446 square feet comprising three levels.

Land cost: \$1,090,000

Estimated total cost, subject to final audit: \$7,090,000

Operation: Self parking

Proposed rate schedule: 50¢ first hour  
35¢ each additional hour





September 7, 1965

Japanese Cultural Center Underground Garage

This project is under joint development by National-Braemar, Inc., the City of San Francisco Western Addition Parking Corporation, the San Francisco Redevelopment Agency, and the Parking Authority, subject to official approval of the City. It is reported that necessary and essential financing has finally been completed by the Corporation, and construction is expected to begin in late 1965, subject to approvals.

Present estimates indicate the following physical and financial facts for this project:

Location: Sub-surface of the three city-block area bounded by Geary, Post, Laguna and Fillmore Streets.

Capacity: Self parking - 800 stalls  
Attendant parking - 1,100 stalls

Size: Two garages, one of two levels and one a single level.

Land cost: \$256,640

Estimated construction cost: \$3,750,000

Operation: Self parking; attendant parking optional.

Proposed Rate Schedule: 25¢ 1 hour  
\$1.50 maximum to 6:00 P. M.  
\$2.50 maximum 24 hours

Proposed Rate Schedule: Under rates comparable to those of the  
(Unit B on Fillmore Neighborhood Parking Program.  
Street)

This area will eventually become a section of the Neighborhood Program.

The capacity of the foregoing off-street parking project completed or under development jointly by government and private business under the Parking Authority program to date totals 8,208 parking stalls.

Policy Point No. 3: Direct public financing and construction, including site acquisition, where private construction was not or could not be undertaken.

The 8,500 special event parking stalls at Candlestick Park are considered a special case and are not carried as an increment of the general parking program.



September 7, 1965

Past construction under this category consists of:

Mission-Bartlett Parking Plaza	250 stalls
Lakeside Village Parking Plaza	49 stalls
7th and Harrison Parking Plaza	<u>270 stalls</u>
	<u>569 stalls</u>

Neighborhood Shopping District Parking Facilities

The basic parking program adopted by the Parking Authority on August 31, 1961, for the neighborhood shopping districts of the City will be a major addition to parking facilities provided under this category of direct public financing and construction.

The program comprises:

21 public parking lots, and  
4 public parking garages, in  
15 neighborhood shopping districts, with  
919 parking stall total capacity, for  
\$4,373,971 estimated approximate cost.

Thus far all properties have been acquired for the Eureka Valley Parking Plaza No. 1, West Portal Parking Plaza No. 1, Geary Boulevard Parking Plaza No. 1, Outer Irving Parking Plaza, Noe Valley Parking Plaza, Portola Parking Plaza No. 1, and Sixteenth-Hoff Parking Plaza, and these facilities are in operation. Definite commitments have been received in other areas. The Authority at all times has done everything possible to alleviate hardship on families and owners of business whose properties have been required for such public use.

Under completion of the Neighborhood Parking Program, the number and capacity of parking facilities constructed under this category will be:

Number of facilities	28
Number of parking stalls	1,492

Financing Time Schedule:

1. The Controller of the City and County of San Francisco has estimated that the basic program can be financed in its entirety from monies now on deposit in our "Off-Street Parking Fund," plus the estimated increments which will be realized up to July 1, 1967. These are accruing from parking meter revenues at the rate of approximately \$525,000 a year.
2. The Neighborhood Program, providing off-street parking facilities in these neighborhood districts, is as follows:







September 7, 1965

Projects approved to date: 17

<u>District</u>	<u>Parking Stalls</u>	<u>General Location</u>	<u>Cost</u>
Eureka Valley	21	Castro Street	\$ 80,000
Eureka Valley	21	Collingwood Street	128,600
West Portal	21	West Portal Avenue	160,200
West Portal	20	Claremont-Ulloa Streets	172,100
Geary	22	Geary Boulevard	102,000
Geary	38	18th-19th Avenues	115,000
Outer Irving	25	Irving at 20th Avenue	113,232
Noe Valley	16	24th Street	53,900
Portola	15	Felton Street	44,800
Mission	72	Hoff-Rondel Streets	308,000
Mission	20	24th and Capp Streets	76,400
Clement	33	8th Avenue	165,300
Clement	28	9th Avenue	120,500
Marina	86	Pierce Street	612,000
North Beach	99	Vallejo Street	542,249
Excelsior	32	Norton-Harrington	130,970
Inner Irving	<u>40</u>	8th-9th Avenues	<u>224,720</u>
	<u>609</u>		<u>\$3,149,971</u>

Projects re-referred and under study: 2

Haight-Ashbury	32	Haight and Cole Streets	\$ 160,000
Polk	<u>56</u>	Sacramento Street	<u>309,800</u>
	<u>88</u>		<u>\$ 469,800</u>

Projects requiring new site recommendations,  
primarily because of interim changes in  
original use: 6

Bay View	20	Quesada Avenue	\$ 9,200
Clement	28	6th Avenue	74,500
Outer Irving	40	23rd Avenue	213,000
Portola	22	San Bruno Avenue	47,000
Mission	38	18th and Capp Streets	154,000
Mission	<u>74</u>	Capp near 20th Street	<u>256,500</u>
	<u>222</u>		<u>\$ 754,200</u>
	<u>919</u>		<u>\$4,373,971</u>

0110 0 56789

Accomplishments to date under the foregoing program may be summarized as follows:

1. Private financing

1) Completed:

a)	1964-1965	867 stalls
b)	1949-1964	<u>16,161</u> "
c)	Total	17,028 "

11) Total Under No. 1 17,028 stalls

2. Public-private financing

1) Completed:

a)	1964-1965	-
b)	1949-1964	<u>5,782</u> stalls
c)	Total	5,782 "

11) Under development:

e)	1964-1965	2,426 stalls
----	-----------	--------------

111) Total under No. 2 8,208 stalls

3. Public financing

1) Completed:

a)	1964-1965	192 stalls
b)	1949-1964	<u>569</u> "
c)	Total	761 "

11) Under development:

a)	1964-1965	727 stalls
----	-----------	------------

111) Total under No. 3 1,488 stalls

4. GRAND TOTAL

26,724 stalls

The actual and projected total cost of this program is approximately \$55 million, of which, under the Parking Authority's program and policy, only about \$9 million will have required public financing; roughly only about 16% of the total.



COMPARATIVE STATEMENTS  
San Francisco Municipal Parking Facilities  
1964-1965

Facility	Gross Income				Rent paid City			
	1963-1964	1964-1965	Increase-Decrease		1963-1964	1964-1965	Increase-Decrease	
Candlestick Park (autos)	\$ 304,448.85	\$ 267,036.95	-\$ 37,411.90	-12.29%	\$276,135.15	\$244,812.32	-\$31,322.83	-11.34%
Civic Center Auto Park	88,843.13	95,189.80	6,346.67	7.14%	68,659.67	78,769.55	10,109.88	14.72%
Civic Center Garage	280,120.95	326,796.10	46,675.15	16.66%	*	*		
5th & Mission Garage	639,907.37	679,102.98	39,195.61	6.13%	*	*		
Marshall Square Parking Plaza	45,769.83	42,217.32	- 3,552.51	- 7.76%	35,353.39	32,345.00	- 3,008.39	- 8.51%
Mission-Bartlett Parking Plaza	43,299.23	41,637.98	- 1,661.25	- 3.84%	23,084.38	22,068.12	- 1,016.26	- 4.40%
Portsmouth Square Garage	397,913.23	472,347.91	74,434.68	18.71%	*	*		
St. Mary's Square Garage	700,366.41	746,525.31	46,158.90	6.59%	32,539.38	36,107.07	3,567.69	10.96%
7th & Harrison Parking Plaza	20,461.25	23,900.00	3,438.75	16.81%	16,716.84	19,526.29	2,809.45	16.81%
Sutter-Stockton Garage	699,382.35	716,370.41	16,988.06	2.43%	*	*		





Facility	Gross Income			Rent paid City		
	<u>1963-1964</u>	<u>1964-1965</u>	<u>Increase-Decrease</u>	<u>1963-1964</u>	<u>1964-1965</u>	<u>Increase-Decrease</u>
Union Square Garage	\$1,189,000.00	\$1,170,886.64	-\$18,113.36 - 1.52%	\$230,736.04	\$247,234.75	\$16,498.71 7.15%
Forest Hill Parking Plaza	804.00	804.00		804.00	804.00	
Lakeside Village Parking Plazas	1,980.00	1,650.00	- 330.00 -16.67%	1,980.00	1,650.00** - 330.00 -16.67%	
TOTAL PROJECTS	<u>\$4,412,296.60</u>	<u>\$4,584,465.40</u>	<u>\$172,168.80 3.90%</u>	<u>\$686,008.85</u>	<u>\$683,317.10</u>	<u>-\$2,691.75 .39%</u>

\*In the case of 5th & Mission Garage, Civic Center Plaza Garage, Sutter-Stockton Garage and Portsmouth Square Garage, under the contract the rent payable to the City annually is an amount equal to 100% of net income after the payment of operating costs and debt service charges. (Portsmouth Square Garage is 103%)

\*\*Reverted to Neighborhood Parking Program May, 1965. Only 10 months' rental.



Honorable John F. Shelley, Mayor  
Page 10  
September 7, 1965

Facility	Taxes Received		Total Taxes and Rent		Automobiles Parked			
	<u>1963-1964</u>	<u>1964-1965</u>	<u>1963-1964</u>	<u>1964-1965</u>	<u>1963-1964</u>	<u>1964-1965</u>	<u>Increase-</u>	<u>Decrease</u>
Candlestick Park (Autos) (Buses)	\$100,018.80	\$100,039.35	\$376,153.95	\$344,851.67	327,314 5,126	280,072 4,206	-47,242 - 920	-14.43% -17.95%
Civic Center Auto Park	295.79	2,270.58	689.55	81,040.13	127,851	130,091	2,240	1.75%
Civic Center Garage	-0-	-0-	-0-	-0-	354,553	380,860	26,307	7.42%
5th & Mission Garage	-0-	42,614.91	-0-	42,614.91	1,078,085	1,110,337	32,252	2.99%
Marshall Square Parking Plaza	892.05	797.47	36,245.44	33,142.47	73,533	63,307	-10,226	-13.91%
Mission-Bartlett Parking Plaza	319.26	313.82	23,403.64	22,381.94	145,870	139,785	- 6,085	- 4.17%
Portsmouth Square Garage	-0-	28,927.74	-0-	28,927.74	252,950	445,168	192,218	75.99%
St. Mary's Square Garage	34,916.72	33,366.45	67,456.10	69,473.52	387,090	403,583	16,493	4.26%
7th & Harrison Parking Plaza	-0-	-0-	16,716.84	19,526.29	79,950	95,570	15,620	19.54%
Sutter-Stockton Garage	-0-	86,485.10	-0-	86,485.10	706,134	706,417	283	.04%





Facility	Taxes Received		Total Taxes and Rent		Automobiles Parked		
	<u>1963-1964</u>	<u>1964-1965</u>	<u>1963-1964</u>	<u>1964-1965</u>	<u>1963-1964</u>	<u>1964-1965</u>	<u>Increase-Decrease</u>
Union Square Garage	\$ 23,033.67	\$ 19,567.60	\$253,769.71	\$266,802.35	831,230	836,680	5,450 .66%
Forest Hill Parking Plaza	-0-	-0-	804.00	804.00	22,950	22,950	-0- -0-
Leakeside Village Parking Plazas	-0-	-0-	1,980.00	1,650.00	57,500	57,500	-0- -0-
TOTAL PROJECTS	<u>\$159,476.29</u>	<u>\$314,383.02</u>	<u>\$845,485.14</u>	<u>\$997,700.12</u>	<u>4,450,136</u>	<u>4,676,526</u>	<u>226,390</u> <u>5.09%</u>



PRESENT STATUS OF 1947 PARKING BOND FUND

Original Bond Fund (authorized 1947)	\$5,000,000.00
Increment from Project Rents	631,693.83
Increment from sale of Air Rights - St. Mary's Square Garage	<u>99,890.00</u>
Total Fund Accruals	<u>\$5,731,583.83</u>
Appropriated to June 30, 1965	\$5,569,625.15
Unappropriated balance June 30, 1965	<u>161,958.68</u>
	<u>\$5,731,583.83</u>
Bonds outstanding June 30, 1965	\$2,240,000.00
Bonds redeemed 1964-1965	\$ 360,000.00
Bond interest paid 1964-1965	\$ 58,512.00

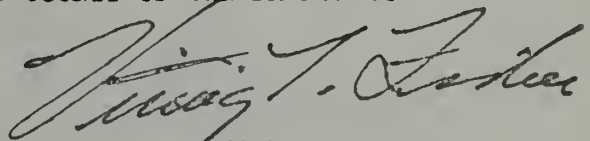
ACKNOWLEDGMENT

The Parking Authority wishes to express its appreciation and to acknowledge the cooperation and assistance of yourself, the Chief Administrative Officer, members of the Board of Supervisors, the City Attorney, Controller, Director of Property, Director of Public Works, Director of Planning, City Engineer, the private garage industry, the public-spirited citizens comprising the corporations sponsoring many major projects, and others who have given so generously of their time and contributed so greatly to the advancement of its program during the past year.

Respectfully submitted,

PARKING AUTHORITY OF THE CITY  
AND COUNTY OF SAN FRANCISCO

By



Vining T. Fisher  
Director

VTF:he  
Encs.



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#1  
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ST. MARY'S SQUARE GARAGE



PORTSMOUTH SQUARE GARAGE



UNION SQUARE GARAGE

# ANNUAL REPORT



1965-66



FIFTH & MISSION GARAGE



SUTTER-STOCKTON GARAGE



CIVIC CENTER PLAZA GARAGE



LAKESIDE VILLAGE PARKING PLAZA

**PARKING AUTHORITY**  
City & County of San Francisco





PARKING AUTHORITY

DONALD MAGNIN, Chairman

HARRY J. ALEO

ARTHUR S. BECKER

FRANCIS H. LOUIE

DAVID THOMSON

Staff:

VINING T. FISHER, Director

HONORABLE JOHN F. SHELLEY, Mayor  
City and County of San Francisco



August 15, 1966

Honorable John F. Shelley  
Mayor of San Francisco  
200 City Hall  
San Francisco, California 94102



Dear Mayor Shelley:

For the sixteenth successive year, your Parking Authority is pleased to report continued and substantial progress toward the realization of its objectives.

Notwithstanding the fact that major changes occurred in both Staff and Commissioner personnel, the work of the Parking Authority was transacted without undue delay or hardship.

During the year just ended, the Authority experienced the untimely demise of its Secretary, Thomas J. O'Toole. It is to his memory that this report is respectfully dedicated.

The Honorable Francis H. Louie was appointed Commissioner on April 14, 1966 to fill the vacancy created by the resignation of the Honorable William Jack Chow.

Soon thereafter, the Honorable Harry J. Aleo was appointed to replace the Honorable John E. Sullivan. Mr. Sullivan was a member of the Authority for 9 years, and his valuable counsel, work and guidance will be sorely missed. He spearheaded the Neighborhood Parking Program during his tenure as a Commissioner, and the 11 neighborhood lots already in operation are evidence of the outstanding manner in which he performed his job.

Subsequent to the close of the fiscal year 1965-1966, the Authority was advised by Vining T. Fisher, Director, that he found it necessary to apply for sick leave and to retire from the Authority subsequent to the expiration of such sick leave.

The Authority was most fortunate in having available as a ready replacement for Mr. Fisher the most able Arthur S. Becker who resigned as a Parking Authority Commissioner on July 15, 1966 and was subsequently appointed Acting Director on July 18, 1966. Mr. Becker will become the Director upon the retirement of Mr. Fisher.

Within the last week the Honorable Frank J. Gallagher was appointed to the Authority, assuming the position made vacant by Mr. Becker.

In view of the many changes which took place during the just-completed year, the orderly conduct of business would have been impossible were it not that the Authority had the fullest measure of cooperation from its secretarial staff. Our thanks and appreciation go to Miss Helen Ellis and Miss Helen Juzix for their efficient assistance in the conduct of the work of the Authority during the various and frequent periods of transition.

Lastly, I wish to extend to you and the Board of Supervisors our profound and sincere appreciation for your cooperation and patient indulgence during what was a year of significant change.

As we enter the new year, the Parking Authority will continue to address itself to parking needs, both current and future. During the year we anticipate the opening of additional neighborhood parking lots and the Golden Gateway Garage. In addition, we will soon receive the results of a year-long survey of downtown parking demands. This report will provide the information necessary to the proper planning of future downtown parking facilities.

Respectfully submitted,

*Donald Magnin*  
Donald Magnin  
Chairman







THE PARKING AUTHORITY  
CITY AND COUNTY OF SAN FRANCISCO

450 McALLISTER STREET — ROOM 603  
SAN FRANCISCO, CALIFORNIA 94102  
(415) 558-3651

JOHN F. SHELLEY, MAYOR

MEMBERS:

DONALD MAGNIN  
CHAIRMAN

HARRY J. ALEO  
FRANK J. GALLAGHER  
FRANCIS H. LOUIE  
DAVID THOMSON

• •  
ARTHUR S. BECKER  
DIRECTOR

STATEMENT OF ACTIVITIES OF THE PARKING AUTHORITY  
City and County of San Francisco  
Fiscal Year ending June 30, 1966

The report of the Parking Authority for the fiscal year 1965-1966, together with supplemental information you have requested, is herewith respectfully submitted.

The financial status is set forth in attached copies of the Authority's four (4) quarterly reports.

PARKING AUTHORITY ORGANIZATION

The San Francisco Parking Authority is composed of:

Five Members appointed for four-year terms by the Mayor and approved by the Board of Supervisors.

Staff composed of four members, consisting of the Director, Secretary to the Authority, and two Secretaries.

PARKING AUTHORITY BUDGET

1964-1965	\$44,215
1965-1966	\$46,784
Past ten-year average	\$42,859

PARKING AUTHORITY FUNCTION

The Parking Authority functions like a department of the City and County government and is directly responsible to the Mayor and the Board of Supervisors of the City and County of San Francisco.

In its present capacity, it is responsible for advising and making recommendations to the Mayor and Board of Supervisors on matters pertaining to the off-street parking program. Where required, the Authority also acts as an agent for the City and County government in carrying out off-street parking programs approved by the City administration.

Function No. 1: Investigative and recommendatory work required for the development of new off-street parking facilities throughout San Francisco.



# UNITED STATES DEPARTMENT OF THE INTERIOR

## BUREAU OF LAND MANAGEMENT

OFFICE OF THE ASSISTANT SECRETARY FOR LAND MANAGEMENT  
 1601 North 16th Avenue, Suite 100  
 Denver, Colorado 80202

The purpose of this report is to provide information on the status of the land management program in the State of Colorado. The report is based on a review of the program's activities and accomplishments during the past year. The information is presented in a summary format, and is intended to provide a general overview of the program's operations.

### EXECUTIVE SUMMARY

The land management program in Colorado is a complex and multifaceted effort. It involves the coordination of a wide range of activities, including land acquisition, land use planning, and land conservation. The program's primary goal is to ensure that the State's land resources are managed in a sustainable and responsible manner.

The program's activities are organized into three main areas: land acquisition, land use planning, and land conservation. Each area has its own set of goals and objectives, and the program's overall success is measured by its ability to achieve these goals.

The program's activities are supported by a variety of resources, including personnel, equipment, and funding. The program's budget for the past year was \$1.2 million, and it has a staff of approximately 20 people.

### LAND ACQUISITION

1990-1991	100.00
1991-1992	100.00
1992-1993	100.00

### LAND USE PLANNING

The land use planning process is a critical component of the land management program. It involves the development of a plan that outlines the desired future use of the land, and the steps that will be taken to achieve that use. The plan is developed in consultation with the public, and is subject to review and approval by the State's land management agency.

The land use planning process is a complex and time-consuming one. It requires the collection and analysis of a large amount of data, and the development of a plan that is both realistic and achievable. The program's land use planning activities are designed to ensure that the State's land resources are managed in a sustainable and responsible manner.

Prepared by: [Name]  
 Date: [Date]  
 Title: [Title]

Function No. 2: To make recommendation to the Mayor and Board of Supervisors regarding parking rates and charges and the operational procedures and regulations in force at each of the City and County off-street parking facilities for which it is responsible.

POLICY, PROGRAM AND ACCOMPLISHMENTS

The major accomplishments and activities of the Authority for the past year are shown below. These have been classified according to the Authority's policy and program adopted February 8, 1950.

Policy Point No. 1: Stimulation of and cooperation with private enterprise to finance and construct the facilities required under the off-street parking program.

New parking facilities reported completed and placed in operation during fiscal year 1965-1966: 1,861 stalls

These additions brought the total of new off-street parking spaces provided under this phase of the Authority program since October 6, 1949, to 18,889 stalls

Policy Point No. 2: Public cooperation with private enterprise to provide off-street parking by public provision of garage sites and private provision of the construction financing.

Construction in this Category

The following parking facilities have been financed and built as cooperative projects between the City and private business:

<u>Name</u>	<u>Date Completed</u>	<u>Stall Capacity</u>	<u>Land Cost</u>	<u>Construction Cost</u>	<u>Total Project Cost</u>
Civic Center Auto Park	December 18, 1953	276	-0-	\$ 31,000	\$ 31,000
St. Mary's Sq. Garage	May 12, 1954	828	\$ 400,000	\$2,300,000	\$2,700,000
Forest Hill Parking Plaza	July 1, 1957	13	-0-	-0-	-0-





<u>Name</u>	<u>Date Completed</u>	<u>Stall Capacity</u>	<u>Land Cost</u>	<u>Construction Cost</u>	<u>Total Project Cost</u>
Ellis-O'Farrell Garage	August 5, 1957	750	-0-	-0-	\$3,650,000*
Fifth and Mission Garage	August 28, 1958	938	\$1,600,000	\$2,135,000	\$3,735,000
Civic Center Plaza Garage	March 1, 1960	1,461	-0-	\$4,500,000	\$4,500,000
Sutter-Stockton Garage	November 19, 1960	932	\$2,550,000	\$3,680,000	\$6,230,000
Fifth and Mission Garage Expansion	November 21, 1961	534	-0-	\$ 800,000	\$1,000,000
Portsmouth Square Garage	August 24, 1962	800	-0-	\$3,200,000	\$3,200,000

\* Privately financed and operated until July 20, 1965, at which time it reverted to the City.

Under Construction in this Category

The following garages are under construction in this category:

Golden Gateway Underground Garage

This project is under joint development by the City of San Francisco Golden Gateway Parking Corporation, Golden Gateway Center, the San Francisco Redevelopment Agency and the Parking Authority. It is nearing completion and is expected to open October 1, 1966.

Location: Sub-surface of the two City-block area bounded by Washington, Clay, Davis and Battery Streets

Capacity: Self-parking 1,326 stalls

Size: 460,446 square feet comprising three levels

Land cost: \$1,090,000

Estimated total cost,  
subject to final audit: \$7,090,000

Operation: Self parking

Proposed  
rate schedule: 50¢ first hour  
35¢ each additional hour  
\$1.75 maximum (up to 24 hours)



Year	1961	1962	1963	1964	1965
1961	1962	1963	1964	1965	1966
1967	1968	1969	1970	1971	1972
1973	1974	1975	1976	1977	1978
1979	1980	1981	1982	1983	1984
1985	1986	1987	1988	1989	1990
1991	1992	1993	1994	1995	1996
1997	1998	1999	2000	2001	2002
2003	2004	2005	2006	2007	2008
2009	2010	2011	2012	2013	2014
2015	2016	2017	2018	2019	2020
2021	2022	2023	2024	2025	2026
2027	2028	2029	2030	2031	2032
2033	2034	2035	2036	2037	2038
2039	2040	2041	2042	2043	2044
2045	2046	2047	2048	2049	2050
2051	2052	2053	2054	2055	2056
2057	2058	2059	2060	2061	2062
2063	2064	2065	2066	2067	2068
2069	2070	2071	2072	2073	2074
2075	2076	2077	2078	2079	2080
2081	2082	2083	2084	2085	2086
2087	2088	2089	2090	2091	2092
2093	2094	2095	2096	2097	2098
2099	2100	2101	2102	2103	2104
2105	2106	2107	2108	2109	2110
2111	2112	2113	2114	2115	2116
2117	2118	2119	2120	2121	2122
2123	2124	2125	2126	2127	2128
2129	2130	2131	2132	2133	2134
2135	2136	2137	2138	2139	2140
2141	2142	2143	2144	2145	2146
2147	2148	2149	2150	2151	2152
2153	2154	2155	2156	2157	2158
2159	2160	2161	2162	2163	2164
2165	2166	2167	2168	2169	2170
2171	2172	2173	2174	2175	2176
2177	2178	2179	2180	2181	2182
2183	2184	2185	2186	2187	2188
2189	2190	2191	2192	2193	2194
2195	2196	2197	2198	2199	2200
2201	2202	2203	2204	2205	2206
2207	2208	2209	2210	2211	2212
2213	2214	2215	2216	2217	2218
2219	2220	2221	2222	2223	2224
2225	2226	2227	2228	2229	2230
2231	2232	2233	2234	2235	2236
2237	2238	2239	2240	2241	2242
2243	2244	2245	2246	2247	2248
2249	2250	2251	2252	2253	2254
2255	2256	2257	2258	2259	2260
2261	2262	2263	2264	2265	2266
2267	2268	2269	2270	2271	2272
2273	2274	2275	2276	2277	2278
2279	2280	2281	2282	2283	2284
2285	2286	2287	2288	2289	2290
2291	2292	2293	2294	2295	2296
2297	2298	2299	2300	2301	2302
2303	2304	2305	2306	2307	2308
2309	2310	2311	2312	2313	2314
2315	2316	2317	2318	2319	2320
2321	2322	2323	2324	2325	2326
2327	2328	2329	2330	2331	2332
2333	2334	2335	2336	2337	2338
2339	2340	2341	2342	2343	2344
2345	2346	2347	2348	2349	2350
2351	2352	2353	2354	2355	2356
2357	2358	2359	2360	2361	2362
2363	2364	2365	2366	2367	2368
2369	2370	2371	2372	2373	2374
2375	2376	2377	2378	2379	2380
2381	2382	2383	2384	2385	2386
2387	2388	2389	2390	2391	2392
2393	2394	2395	2396	2397	2398
2399	2400	2401	2402	2403	2404
2405	2406	2407	2408	2409	2410
2411	2412	2413	2414	2415	2416
2417	2418	2419	2420	2421	2422
2423	2424	2425	2426	2427	2428
2429	2430	2431	2432	2433	2434
2435	2436	2437	2438	2439	2440
2441	2442	2443	2444	2445	2446
2447	2448	2449	2450	2451	2452
2453	2454	2455	2456	2457	2458
2459	2460	2461	2462	2463	2464
2465	2466	2467	2468	2469	2470
2471	2472	2473	2474	2475	2476
2477	2478	2479	2480	2481	2482
2483	2484	2485	2486	2487	2488
2489	2490	2491	2492	2493	2494
2495	2496	2497	2498	2499	2500

\* This report is based on the data available to the Department of the Interior as of the date of the report.

### APPENDIX A - SUMMARY OF DATA

The following summary is based on the data available to the Department of the Interior as of the date of the report.

#### Summary of Data - Summary of Data

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Japanese Cultural Center Underground Garage

This project is under joint development by National-Braemar, Inc., the City of San Francisco Western Addition Parking Corporation, the San Francisco Redevelopment Agency, and the Parking Authority, subject to official approval of the City. Construction began November 3, 1965, and approximately 40% had been completed by the end of June, 1966. Completion is estimated by the end of 1966.

Present estimates indicate the following physical and financial facts for this project:

Location: Sub-surface of the three City-block area bounded by Geary, Post, Laguna and Fillmore Streets

Capacity: Self parking - 800 stalls  
Attendant parking - 1,100 stalls

Size: Two garages, one of two levels and one a single level

Land cost: \$256,640

Estimated  
construction cost: \$3,750,000

Operation: Self parking; attendant parking optional

<u>Proposed Rate Schedule:</u>	25¢ first hour
	25¢ each additional hour
	\$1.50 maximum to 6 PM
6 PM to Midnight -	50¢ first two hours
	25¢ each additional hour
	\$1.00 maximum to midnight
Midnight to 7 AM -	50¢ first two hours
	25¢ each additional hour
	\$1.00 maximum to 7 AM
	\$2.50 maximum 10-24 hours
Fillmore Merchants	
Validation stamps:	10¢ each
	Books of 500 @ \$50.00 per book
Monthly rates -	\$25 to \$30

<u>Proposed Rate Schedule:</u>	Under rates comparable to those
(Unit B on Fillmore	of the Neighborhood Parking
Street)	Program. This area will eventually
	become a section of the Neighborhood
	Program.

Memorandum for the Director

The purpose of this memorandum is to inform you of the results of the study conducted by the Office of the Director of the Federal Bureau of Investigation (FBI) regarding the activities of the Communist Party, U.S.A. (CP) in the United States. The study was conducted in accordance with the provisions of the Internal Security Act of 1950, as amended.

The study was conducted by the Office of the Director of the FBI, and the results are being reported to you for your information and guidance.

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Fifth and Mission Garage Expansion II

This project is under joint development by the City of San Francisco Downtown Parking Corporation and the Parking Authority, subject to approval by the City. The Letter of Intent and Agreement for financing, acquisition and construction of the addition have been approved. Start of construction is dependent upon acquisition of the property by the Redevelopment Agency.

Present estimates indicate the following physical and financial facts:

Location: From present terminus on Mission Street to  
Fourth and Minna Streets

Size: Approximately 24,000 square feet

Additional  
parking stalls: 296

Total  
parking stalls: 1,879

Estimated cost of land acquisition,  
demolition and site preparation: \$880,000

Estimated construction cost: \$725,000

Contractor: Donald M. Drake Co., Portland, Oregon

Engineers: H. J. Degenkolb & Associates

Operator: City of San Francisco Downtown Parking Corporation

Management: S. E. Onorato, Inc.

Operation: Self-parking

Parking Rates: 15¢ each hour  
\$1.25 maximum (24 hours)  
\$17.50 monthly

The capacity of the foregoing off-street parking projects completed or under development jointly by government and private business under the Parking Authority program to date totals 9,254 parking stalls.

Policy Point No. 3: Direct public financing and construction, including site acquisition, where private construction was not or could not be undertaken.

The 8,500 special event parking stalls at Candlestick Park are considered a special case and are not carried as an increment of the general parking program.



1. The first group of people who are interested in the study of the history of the United States are the people who are interested in the history of the United States.



Past construction under this category consists of:

Mission-Bartlett Parking Plaza	250 stalls
*Lakeside Village Parking Plaza	49 stalls
7 <sup>th</sup> and Harrison Parking Plaza	<u>270</u> stalls
	<u>569</u> stalls

\* The City originally acquired the sites for these two neighborhood lots located at Ocean Avenue and Junipero Serra Boulevard, and Ocean Avenue and Nineteenth Avenue; constructed parking lots thereon and leased them to the Lakeside Village Merchants' Association for a period of twenty years, commencing October 1, 1956. On January 28, 1965, the Merchants' Association requested the City and County of San Francisco to cancel the existing lease on the two lots and include them in the neighborhood parking program. In March, 1965, the Lakeside Village Parking Plazas Nos. 1 and 2 were designated as municipal off-street parking lots and parking meter regulations were established for their operation.

#### Neighborhood Shopping District Parking Facilities

The basic parking program adopted by the Parking Authority on August 31, 1961, for the neighborhood shopping districts of the City will be a major addition to parking facilities provided under this category of direct public financing and construction.

The program comprises:

21 public parking lots, and  
4 public parking garages, in  
15 neighborhood shopping districts, with  
923 parking stall total capacity, for  
\$4,549,631 estimated approximate cost

Thus far, all properties have been acquired for the Eureka Valley Parking Plaza No. 1 (Castro Street); West Portal Parking Plaza No. 1 (West Portal Avenue); Geary Boulevard Parking Plaza No. 1 (Geary Boulevard); Outer Irving Parking Plaza (20<sup>th</sup> Avenue); Noe Valley Parking Plaza (24<sup>th</sup> Street); Portola Parking Plaza No. 1 (Felton Street); Sixteenth-Hoff Parking Plaza (Mission District); Clement Shoppers Parking Center No. 1 (8<sup>th</sup> Avenue) and Clement Shoppers Parking Center No. 2 (9<sup>th</sup> Avenue). All of these facilities are in operation.

Definite commitments have been received in other areas. The Authority at all times has done everything possible to alleviate hardship on families and owners of business whose properties have been required for such public use.

Upon completion of the Neighborhood Parking Program, the number and capacity of parking facilities constructed under this category will be:

Number of facilities	28
Number of parking stalls	1,492

THE SECRETARY OF THE ARMY

General Headquarters  
The War Department  
Washington, D.C.

Very respectfully,  
Your obedient servant,  
John J. Pershing  
Commanding General  
American Expeditionary Force  
France

OFFICIAL CORRESPONDENCE

The following is a copy of a letterhead memorandum  
dated October 10, 1917, and captioned as above.

Very truly yours,  
John J. Pershing

Major General  
The War Department  
Washington, D.C.

Enclosed for the Secretary of the Army are  
two copies of a letterhead memorandum  
dated October 10, 1917, and captioned as above.

Very truly yours,  
John J. Pershing

Very truly yours,  
John J. Pershing

Financing Time Schedule:

1. The Controller of the City and County of San Francisco has estimated that the basic program can be financed in its entirety from monies now on deposit in our "Off-Street Parking Fund", plus the estimated increments which will be realized up to July 1, 1967. These are accruing from parking meter revenues at the rate of approximately \$525,000 a year.
2. The Neighborhood Program, providing off-street parking facilities in these neighborhood districts, is as follows:

Projects approved to date: 17

<u>District</u>	<u>Parking Stalls</u>	<u>General Location</u>	<u>Cost</u>
Eureka Valley	21	Castro Street	\$ 80,000
Eureka Valley	21	Collingwood Street	128,600
West Portal	20	West Portal Avenue	160,200
West Portal	26	Claremont-Ulloa Streets	167,000
Geary	22	Geary Boulevard	101,150
Geary	38	18 <sup>th</sup> -19 <sup>th</sup> Avenues	167,550
Outer Irving	25	Irving at 20 <sup>th</sup> Avenue	111,161
Noe Valley	16	24 <sup>th</sup> Street	49,108
Portola	15	Felton Street	42,451
Mission	72	Hoff-Rondel Streets	284,963
Mission	20	24 <sup>th</sup> and Capp Streets	76,400
Clement	33	8 <sup>th</sup> Avenue	156,437
Clement	28	9 <sup>th</sup> Avenue	115,962
Marina	85	Pierce Street	612,000
North Beach	99	Vallejo Street	702,249
Excelsior	32	Norton-Harrington	138,100
Inner Irving	40	8 <sup>th</sup> -9 <sup>th</sup> Avenues	226,400
	<u>613</u>		<u>\$3,319,731</u>

Projects re-referred and under study: 2

Haight-Ashbury	32	Haight and Cole Streets	\$ 160,600
Polk	<u>56</u>	Sacramento Street	<u>309,800</u>
	88		<u>\$ 470,400</u>

Projects requiring new site recommendations, primarily because of interim changes in original use: 6

Bay View	20	Quesada Avenue	\$ 14,500
Clement	28	6 <sup>th</sup> Avenue	74,500
Outer Irving	40	23 <sup>rd</sup> Avenue	213,000
Portola	22	San Bruno Avenue	47,000
Mission	38	18 <sup>th</sup> and Capp Streets	154,000
Mission	<u>74</u>	Capp near 20 <sup>th</sup> Street	<u>256,500</u>
	<u>222</u>		<u>\$ 759,500</u>
	<u>923</u>		<u>\$4,549,631</u>



Financial Data Summary

1. The duration of the study was twenty (20) months, from January 1, 1959, to December 31, 1960. The program was designed to provide a comprehensive study of the economic conditions of the region, with particular emphasis on the agricultural sector. The study was conducted by a team of experts in the field, and the results are presented in this report.

2. The following table shows the estimated expenditures for the study, categorized by month and type of expenditure. The total estimated expenditure for the study is \$10,000.00.

Estimated Expenditures by Month

DATE	DESCRIPTION	AMOUNT	BALANCE
1950	Jan 1		100.00
1951	Jan 1		100.00
1952	Jan 1		100.00
1953	Jan 1		100.00
1954	Jan 1		100.00
1955	Jan 1		100.00
1956	Jan 1		100.00
1957	Jan 1		100.00
1958	Jan 1		100.00
1959	Jan 1		100.00
1960	Jan 1		100.00
1961	Jan 1		100.00
1962	Jan 1		100.00
1963	Jan 1		100.00
1964	Jan 1		100.00
1965	Jan 1		100.00
1966	Jan 1		100.00
1967	Jan 1		100.00
1968	Jan 1		100.00
1969	Jan 1		100.00
1970	Jan 1		100.00
1971	Jan 1		100.00
1972	Jan 1		100.00
1973	Jan 1		100.00
1974	Jan 1		100.00
1975	Jan 1		100.00
1976	Jan 1		100.00
1977	Jan 1		100.00
1978	Jan 1		100.00
1979	Jan 1		100.00
1980	Jan 1		100.00
1981	Jan 1		100.00
1982	Jan 1		100.00
1983	Jan 1		100.00
1984	Jan 1		100.00
1985	Jan 1		100.00
1986	Jan 1		100.00
1987	Jan 1		100.00
1988	Jan 1		100.00
1989	Jan 1		100.00
1990	Jan 1		100.00
1991	Jan 1		100.00
1992	Jan 1		100.00
1993	Jan 1		100.00
1994	Jan 1		100.00
1995	Jan 1		100.00
1996	Jan 1		100.00
1997	Jan 1		100.00
1998	Jan 1		100.00
1999	Jan 1		100.00
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2001	Jan 1		100.00
2002	Jan 1		100.00
2003	Jan 1		100.00
2004	Jan 1		100.00
2005	Jan 1		100.00
2006	Jan 1		100.00
2007	Jan 1		100.00
2008	Jan 1		100.00
2009	Jan 1		100.00
2010	Jan 1		100.00
2011	Jan 1		100.00
2012	Jan 1		100.00
2013	Jan 1		100.00
2014	Jan 1		100.00
2015	Jan 1		100.00
2016	Jan 1		100.00
2017	Jan 1		100.00
2018	Jan 1		100.00
2019	Jan 1		100.00
2020	Jan 1		100.00
2021	Jan 1		100.00
2022	Jan 1		100.00
2023	Jan 1		100.00
2024	Jan 1		100.00
2025	Jan 1		100.00
2026	Jan 1		100.00
2027	Jan 1		100.00
2028	Jan 1		100.00
2029	Jan 1		100.00
2030	Jan 1		100.00
2031	Jan 1		100.00
2032	Jan 1		100.00
2033	Jan 1		100.00
2034	Jan 1		100.00
2035	Jan 1		100.00
2036	Jan 1		100.00
2037	Jan 1		100.00
2038	Jan 1		100.00
2039	Jan 1		100.00
2040	Jan 1		100.00
2041	Jan 1		100.00
2042	Jan 1		100.00
2043	Jan 1		100.00
2044	Jan 1		100.00
2045	Jan 1		100.00
2046	Jan 1		100.00
2047	Jan 1		100.00
2048	Jan 1		100.00
2049	Jan 1		100.00
2050	Jan 1		100.00
2051	Jan 1		100.00
2052	Jan 1		100.00
2053	Jan 1		100.00
2054	Jan 1		100.00
2055	Jan 1		100.00
2056	Jan 1		100.00
2057	Jan 1		100.00
2058	Jan 1		100.00
2059	Jan 1		100.00
2060	Jan 1		100.00
2061	Jan 1		100.00
2062	Jan 1		100.00
2063	Jan 1		100.00
2064	Jan 1		100.00
2065	Jan 1		100.00
2066	Jan 1		100.00
2067	Jan 1		100.00
2068	Jan 1		100.00
2069	Jan 1		100.00
2070	Jan 1		100.00
2071	Jan 1		100.00
2072	Jan 1		100.00
2073	Jan 1		100.00
2074	Jan 1		100.00
2075	Jan 1		100.00
2076	Jan 1		100.00
2077	Jan 1		100.00
2078	Jan 1		100.00
2079	Jan 1		100.00
2080	Jan 1		100.00
2081	Jan 1		100.00
2082	Jan 1		100.00
2083	Jan 1		100.00
2084	Jan 1		100.00
2085	Jan 1		100.00
2086	Jan 1		100.00
2087	Jan 1		100.00
2088	Jan 1		100.00
2089	Jan 1		100.00
2090	Jan 1		100.00
2091	Jan 1		100.00
2092	Jan 1		100.00
2093	Jan 1		100.00
2094	Jan 1		100.00
2095	Jan 1		100.00
2096	Jan 1		100.00
2097	Jan 1		100.00
2098	Jan 1		100.00
2099	Jan 1		100.00
2100	Jan 1		100.00

Accomplishments to date under the foregoing program may be summarized as follows:

Policy Point No. 1: (Private financing)

1) Completed:

a) 1965-1966	1,861 stalls
b) 1949-1965	<u>17,028</u> "
c) Total	18,889 "

11) Total Under No. 1 18,889 stalls

Policy Point No. 2: (Public-private financing)

1) Completed:

a) 1965-1966	750 stalls
b) 1949-1965	<u>5,782</u> "
c) Total	6,532 "

11) Under development:

a) 1965-1966 4,305 stalls

111) Total Under No. 2 10,837 stalls

Policy Point No. 3: (Public financing)

1) Completed:

a) 1965-1966	252 stalls
b) 1949-1965	<u>569</u> "
c) Total	821 "

11) Under development:

a) 1965-1966 671 stalls

111) Total Under No. 3 1,492 stalls

GRAND TOTAL 31,218 stalls

The actual and projected total cost of this program is approximately \$55 million, of which, under the Parking Authority's program and policy, only about \$9 million will have required public financing; roughly only about 16% of the total.



1. The first step in the process is to identify the problem or goal.

2. The second step is to analyze the problem and determine the causes.

3. The third step is to develop a plan of action.

4. The fourth step is to implement the plan.

5. The fifth step is to evaluate the results.

6. The sixth step is to make adjustments.

7. The seventh step is to monitor progress.

8. The eighth step is to report on the results.

9. The ninth step is to conclude the process.

10. The tenth step is to document the process.

11. The eleventh step is to share the results.

12. The twelfth step is to review the process.

13. The thirteenth step is to improve the process.

14. The fourteenth step is to maintain the process.

15. The fifteenth step is to celebrate success.

16. The sixteenth step is to continue the process.

17. The seventeenth step is to evaluate the process.

18. The eighteenth step is to make improvements.

19. The nineteenth step is to document the process.

20. The twentieth step is to share the results.

21. The twenty-first step is to review the process.

22. The twenty-second step is to improve the process.

23. The twenty-third step is to maintain the process.

24. The twenty-fourth step is to celebrate success.

25. The twenty-fifth step is to continue the process.

26. The twenty-sixth step is to evaluate the process.

27. The twenty-seventh step is to make improvements.

28. The twenty-eighth step is to document the process.

29. The twenty-ninth step is to share the results.

30. The thirtieth step is to review the process.

31. The thirty-first step is to improve the process.

32. The thirty-second step is to maintain the process.

33. The thirty-third step is to celebrate success.

34. The thirty-fourth step is to continue the process.

35. The thirty-fifth step is to evaluate the process.

36. The thirty-sixth step is to make improvements.

37. The thirty-seventh step is to document the process.

38. The thirty-eighth step is to share the results.

39. The thirty-ninth step is to review the process.

40. The fortieth step is to improve the process.

41. The forty-first step is to maintain the process.

42. The forty-second step is to celebrate success.

43. The forty-third step is to continue the process.

44. The forty-fourth step is to evaluate the process.

45. The forty-fifth step is to make improvements.

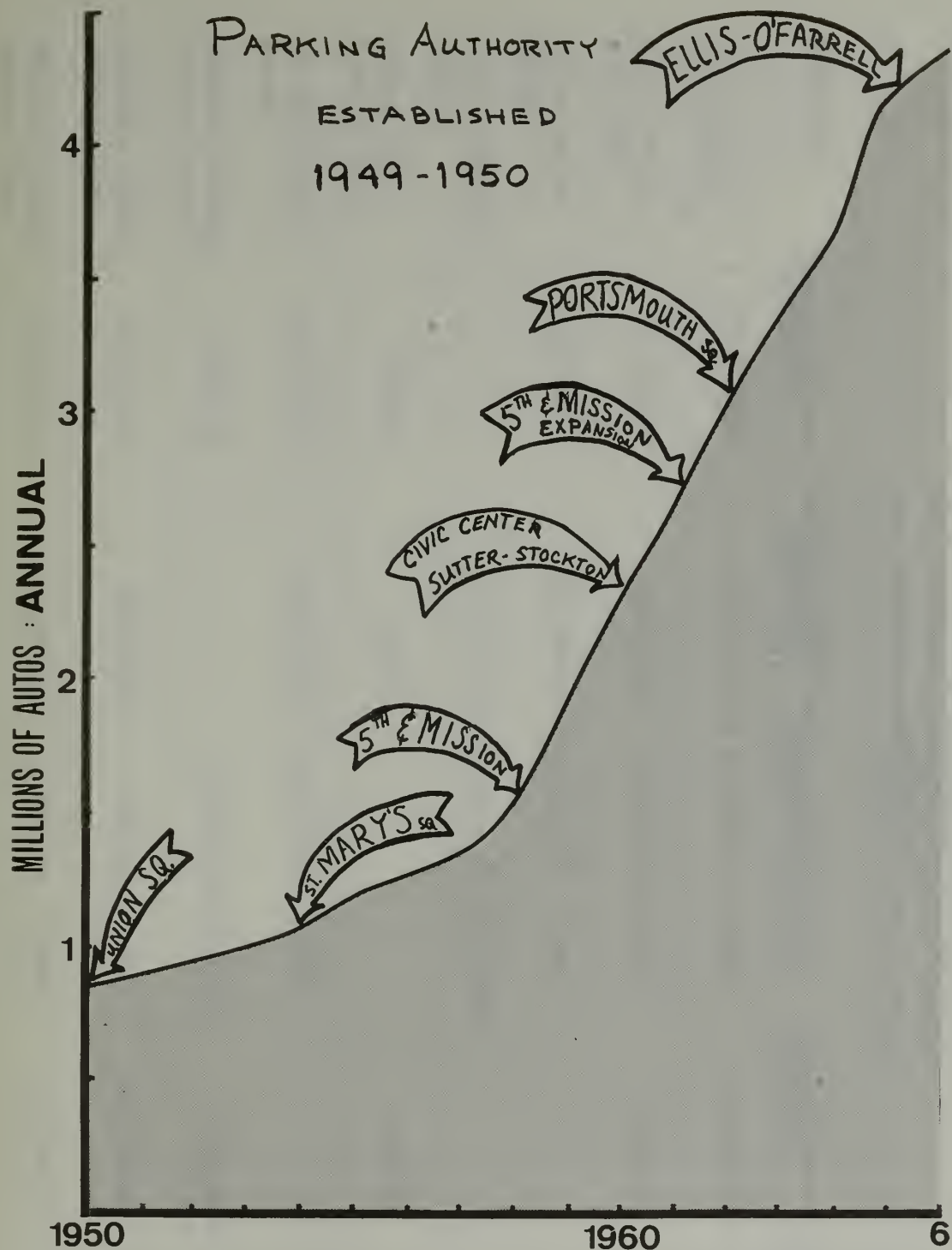
46. The forty-sixth step is to document the process.

47. The forty-seventh step is to share the results.

48. The forty-eighth step is to review the process.

49. The forty-ninth step is to improve the process.

50. The fiftieth step is to maintain the process.



The Parking Authority, since its inception late in 1949, has striven constantly to provide better parking conditions in San Francisco.

The above chart shows the annual number of parkers served and illustrates this growth since 1950. In all, over 32 million parkers have been served in the past sixteen years.

The Union Square Garage was constructed in 1941. With the completion of St. Mary's Square Garage in 1954 and the 5th and Mission Garage in 1958, the number of parkers served increased rapidly. The subsequent completion of the Civic Center Plaza and Sutter-Stockton Garages in 1960, Portsmouth Square Garage in 1962 and the acquisition of the Ellis-O'Farrell Garage in 1965, has helped sustain this growth rate.

The completion of the Golden Gateway and Japanese Cultural Center Garages will add over 2,000 parking spaces to those already in existence. This will provide still better service to the San Francisco scene.



COMPARATIVE STATEMENTS  
San Francisco Municipal Parking Facilities  
1965-1966

Facility	Gross Income			Rent paid City		
	<u>1964-1965</u>	<u>1965-1966</u>	<u>Increase (Decrease)</u>	<u>1964-1965</u>	<u>1965-1966</u>	<u>Increase (Decrease)</u>
Candlestick Park (Autos)	\$ 267,036.95	\$ 305,069.20	\$ 38,032.25 14.24%	\$ 244,812.32	\$ 277,947.78	\$ 33,135.46 13.53%
Civic Center Auto Park	95,189.80	93,339.58	(1,850.22) (1.94%)	78,769.55	77,910.20	(859.35) (1.09%)
Civic Center Garage	326,796.10	336,906.38	10,110.28 3.09%	*	*	
Ellis-O'Farrell Garage		527,251.49	527,251.49 100.00%**	*	*	
Forest Hill Parking Plaza	804.00	804.00		804.00	804.00	
5th and Mission Garage	679,102.98	722,433.53	43,330.55 6.38%	*	*	
Lakeside Village Parking Plazas	1,650.00	(1,650.00) (100.00%)		1,650.00***	(1,650.00) (100.00%)	
Marshall Square Parking Plaza	42,217.32	42,560.42	343.10 .81%	32,345.00	33,429.36	1,084.36 3.35%
Mission-Bartlett Parking Plaza	41,637.98	43,256.97	1,618.99 3.88%	22,068.12	23,240.76	1,172.64 5.31%
Portsmouth Square Garage	472,347.91	523,612.39	51,264.48 10.85%	*	*	





Facility	Gross Income			Rent paid City		
	<u>1964-1965</u>	<u>1965-1966</u>	<u>Increase (Decrease)</u>	<u>1964-1965</u>	<u>1965-1966</u>	<u>Increase (Decrease)</u>
St. Mary's Sq. Garage	\$ 746,525.31	\$ 801,517.71	\$ 54,992.40 7.36%	\$ 36,107.07	\$ 39,508.11	\$ 3,401.04 9.41%
7th & Harrison Parking Plaza	23,900.00	23,539.00	(361.00) (1.51%)	19,526.29	19,233.32	(292.97) (1.50%)
Sutter-Stockton Garage	716,370.41	727,415.84	11,045.43 1.54%	*	*	
Union Square Garage	1,173,939.78	1,187,539.91	13,600.13 1.15%	247,234.75	258,443.12	11,208.37 4.53%
TOTAL PROJECTS	<u>\$4,587,518.54</u>	<u>\$5,335,246.42</u>	<u>\$747,727.88 16.29%</u>	<u>\$683,317.10</u>	<u>\$730,516.65</u>	<u>\$47,199.55 6.90%</u>

\* In the case of 5th and Mission Garage, Civic Center Plaza Garage, Sutter-Stockton Garage under the contract, the rent payable to the City annually is an amount equal to 100% of net income after the payment of operating costs and debt service charges. Portsmouth Square Garage pays 103% of their net income after expenses.

\*\* Reverted to the City July, 1965.

\*\*\* Reverted to Neighborhood Parking Program May, 1965. Only 10 months' rental received.



Facility	Taxes Received		Total Taxes and Rent		Automobiles Parked		
	1964-1965	1965-1966	1964-1965	1965-1966	1964-1965	1965-1966	Increase (Decrease)
Candlestick Park (Autos) (Buses)	\$ 475.34	\$ 525.75	\$245,287.66	\$278,473.53	280,072 4,206	329,375 4,288	49,303 82 17.60% 1.94%
Civic Center Auto Park	2,270.58	*	81,040.13	77,910.20	130,091	129,752	(339) (.26%)
Civic Center Garage					380,860	389,235	8,375 2.1%
Ellis-O'Farrell Garage		77,366.75		77,366.75		400,251	400,251 100.00%**
Forest Hill Parking Plaza			804.00	804.00	22,950	22,950	
5th and Mission Garage	42,614.91	45,246.00	42,614.91	45,246.00	1,110,337	1,147,833	37,496 3.37%
Lakeside Village Parking Plaza			1,650.00		57,500		(57,500) (100.00%)*
Marshall Square Parking Plaza	797.47	601.04	33,142.47	34,030.40	63,307	63,612	305 .48%
Mission-Bartlett Parking Plaza	313.82	345.78	22,381.94	23,586.54	139,785	130,236	(9,549) ( 6.83%)
Portsmouth Square Garage	28,927.74	31,130.37	28,927.74	31,130.37	445,168	471,875	26,707 5.99%



Facility	Taxes Received		Total Taxes and Rent		Automobiles Parked	
	1964-1965	1965-1966	1964-1965	1965-1966	Increase (Decrease)	
St. Mary's Sq. Garage	\$ 33,366.45	\$ 36,103.50	\$ 69,473.52	\$ 75,611.61	403,583	418,879
7th & Harrison Parking Plaza			19,526.29	19,233.32	95,570	103,072
Sutter-Stockton Garage	86,485.10	92,681.00	86,485.10	92,681.00	706,417	710,355
Union Square Garage	19,567.60	11,456.50	266,802.35	269,899.62	836,680	854,480
TOTAL PROJECTS	<u>\$ 214,819.01</u>	<u>\$ 295,456.69</u>	<u>\$ 898,136.11</u>	<u>\$ 1,025,973.34</u>	<u>4,676,526</u>	<u>5,176,193</u>
					<u>499,667</u>	<u>10.68%</u>

\* Not taxed this fiscal year.

\*\* Reverted to City July, 1965.

\*\*\* Reverted to Neighborhood Parking Program May, 1965.





PRESENT STATUS OF 1947 PARKING BOND FUND

Original Bond Fund (authorized 1947)	\$5,000,000.00
Increment from Project Rents	819,025.79
Increment from sale of Air Rights - St. Mary's Square Garage	<u>99,890.00</u>
Total Fund Accruals	<u>\$5,918,915.79</u>
Appropriated to June 30, 1966	\$5,731,583.83
Unappropriated balance June 30, 1966	<u>187,331.96</u>
	<u>\$5,918,915.79</u>
Bonds outstanding June 30, 1966	\$1,840,000.00
Bonds redeemed 1965-1966	400,000.00
Bond interest paid 1965-1966	51,750.00

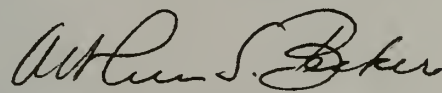
ACKNOWLEDGMENT

The Parking Authority wishes to express its appreciation and to acknowledge the cooperation and assistance of Mayor Shelley, the Chief Administrative Officer, members of the Board of Supervisors, the City Attorney, Controller, Director of Property, Director of Public Works, City Engineer, Traffic Engineer, Director of Planning, the private garage industry, the public-spirited citizens comprising the corporations sponsoring many major projects, and others who have given so generously of their time and contributed so greatly to the advancement of its program during the past year.

Respectfully submitted,

PARKING AUTHORITY OF THE CITY  
AND COUNTY OF SAN FRANCISCO

By



Arthur S. Becker  
Acting Director



SF  
P20  
#1  
1966-67

# ANNUAL REPORT

## 1966 - 1967

DOCUMENTS

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Golden Gateway Garage  
at  
Golden Gateway Center  
San Francisco

West Garage

East Garage



**PARKING AUTHORITY**  
**City & County of San Francisco**





PARKING AUTHORITY

DONALD MAGNIN, Chairman

HARRY J. ALEO

FRANK J. GALLAGHER

FRANCIS H. LOUIE

DAVID THOMSON

Staff:

ARTHUR S. BECKER, Director

HONORABLE JOHN F. SHELLEY, Mayor  
City and County of San Francisco



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Honorable John F. Shelley  
Mayor, City and County of San Francisco  
200 City Hall  
San Francisco, California 94102



Dear Mayor Shelley:

I submit, herewith, on behalf of the Members of the Authority and its staff, the Annual Report of the San Francisco Parking Authority.

In the year just ended, the Authority continued its work in the development of additional neighborhood parking facilities.

Land acquisition was completed, or is in the process of being completed, for the following neighborhood sites:

Eureka Valley (Collingwood Street)  
Excelsior (Norton-Harrington Streets)  
Geary (18<sup>th</sup>-19<sup>th</sup> Avenues)  
Inner Irving (8<sup>th</sup>-9<sup>th</sup> Avenues)  
Mission (24<sup>th</sup> and Capp Streets)  
West Portal (Claremont-Ulloa Street)

Most significant, the Authority has awarded the contract for its first multi-level neighborhood parking garage (The North Beach Garage), and the ground-breaking for this facility took place on October 2, 1967, with completion scheduled on or about October 2, 1968.

Most of the land for the greatly needed Marina Garage has been acquired, and it is anticipated that the remaining parcel needed will be acquired shortly.

During the year, the 1200-stall Golden Gateway Garage was opened, and is now in operation. This facility not only will serve the visitors to and occupants of the Golden Gateway development, but is also providing much needed parking capacity for the Financial District area.

Of particular import are the conclusions derived from the recently completed Downtown Parking and Traffic Survey. The future demand for a substantial amount of additional parking in the downtown core area is so clearly demonstrated by the survey, that we can conclude that it is essential that we address ourselves to this problem, and the solution thereof, within the immediate future.

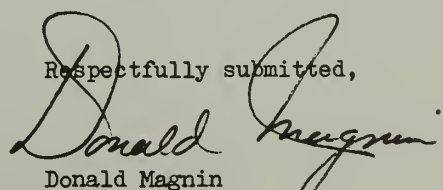
Under the able direction of Mr. Arthur S. Becker, who has just completed his first full year as the Director of the Authority, the Authority was able to enjoy a degree of co-operation from all other City departments never before experienced. The Commissioners join me in extending our thanks to these agencies.

On behalf of the Members and staff of the Authority, I express to you our profound thanks for your co-operation and support.

To the Board of Supervisors, my thanks for their having accepted, almost without exception, all recommendations made by the Authority after careful, in-depth study, and deliberation.

The need for parking is a continuing one, and, knowledgeable of this fact, the Authority will endeavor to address itself to these problems sufficiently in advance so that we can plan programs and implement these programs in a timely manner.

Respectfully submitted,

  
Donald Magnin







THE PARKING AUTHORITY  
CITY AND COUNTY OF SAN FRANCISCO

450 McALLISTER STREET — ROOM 603  
SAN FRANCISCO, CALIFORNIA 94102  
(415) 558-3651

MEMBERS:

DONALD MAGNIN  
CHAIRMAN  
  
HARRY J. ALEO  
FRANK J. GALLAGHER  
FRANCIS H. LOUIE  
DAVID THOMSON  
• •  
ARTHUR S. BECKER  
DIRECTOR

JOHN F. SHELLEY, MAYOR

STATEMENT OF ACTIVITIES OF THE PARKING AUTHORITY  
City and County of San Francisco  
Fiscal Year ending June 30, 1967

The report of the Parking Authority for the fiscal year 1966-1967, together with supplemental information you have requested, is herewith respectfully submitted.

The financial status is set forth in attached copies of the Authority's four (4) quarterly reports.

PARKING AUTHORITY ORGANIZATION

The San Francisco Parking Authority is composed of:

Five Members appointed for four-year terms by the Mayor and approved by the Board of Supervisors.

Staff composed of three members, consisting of the Director, and two Secretaries.

PARKING AUTHORITY BUDGET

1965-1966	\$47,637
1966-1967	\$49,570
Past ten-year average	\$43,829

PARKING AUTHORITY FUNCTION

The Parking Authority functions like a department of the City and County government and is directly responsible to the Mayor and the Board of Supervisors of the City and County of San Francisco.

In its present capacity, it is responsible for advising and making recommendations to the Mayor and Board of Supervisors on matters pertaining to the off-street parking program. Where required, the Authority also acts as an agent for the City and County government in carrying out off-street parking programs approved by the City administration.

UNITED STATES DEPARTMENT OF THE INTERIOR  
BUREAU OF LAND MANAGEMENT  
WASHINGTON, D. C. 20250

The purpose of this document is to provide information regarding the proposed action and the potential impacts of the proposed action on the environment. The information is intended to assist the public in understanding the proposed action and the potential impacts of the proposed action on the environment.

PROPOSED ACTION

The proposed action is to construct a new building on the site.

The proposed action is to construct a new building on the site.

The proposed action is to construct a new building on the site.

ENVIRONMENTAL IMPACTS

The proposed action is to construct a new building on the site.

CONCLUSIONS

The proposed action is to construct a new building on the site.

The proposed action is to construct a new building on the site.

Function No. 1: Investigative and recommendatory work required for the development of new off-street parking facilities throughout San Francisco.

Function No. 2: To make recommendation to the Mayor and Board of Supervisors regarding parking rates and charges and the operational procedures and regulations in force at each of the City and County off-street parking facilities for which it is responsible.

### POLICY, PROGRAM AND ACCOMPLISHMENTS

The major accomplishments and activities of the Authority for the past year are shown below. These have been classified according to the Authority's policy and program adopted February 8, 1950.

Policy Point No. 1: Stimulation of and cooperation with private enterprise to finance and construct the facilities required under the off-street parking program.

New parking facilities reported completed and placed in operation during fiscal year 1966-1967: 2,090 stalls

These additions brought the total of new off-street parking spaces provided under this phase of the Authority program since October 6, 1949, to 20,979 stalls

Policy Point No. 2: Public cooperation with private enterprise to provide off-street parking by public provision of garage sites and private provision of the construction financing.

### Constructed and In Operation in this Category

The following parking facilities have been financed and built as cooperative projects between the City and private business:

Investigation was conducted and  
reported on the findings of the  
self-study which included  
and was finished.

Project No. 1

To make recommendations to the Board  
which would improve the  
work of the Board and the  
Commission and to report on the  
work of the Board and the  
Commission during the year 1951.

Project No. 2

COMMITTEE ON THE BOARD OF GOVERNORS

The Board of Governors and the Board of Directors for the year 1951  
have been elected. The Board of Directors for the year 1951  
has been elected. The Board of Directors for the year 1951

Recommendations of the Committee on the Board of Governors  
to the Board of Directors and the Board of Directors  
for the year 1951.

Project No. 3

The Committee on the Board of Governors  
has been elected. The Board of Directors  
for the year 1951.

Project No. 4

The Committee on the Board of Governors  
has been elected. The Board of Directors  
for the year 1951.

Project No. 5

The Committee on the Board of Governors  
has been elected. The Board of Directors  
for the year 1951.

Project No. 6

COMMITTEE ON THE BOARD OF GOVERNORS

The following Committee on the Board of Governors  
has been elected. The Board of Directors  
for the year 1951.



<u>Name</u>	<u>Date Completed</u>	<u>Stall Capacity</u>	<u>Land Cost</u>	<u>Construction Cost</u>	<u>Total Project Cost</u>
Union Square Garage	September 11, 1942	1,081	\$ -0-	\$1,646,331	\$1,646,331*
Civic Center Auto Park	December 18, 1953	276	-0-	31,000	31,000
St. Mary's Square Garage	May 12, 1954	828	417,513	2,300,000	2,717,513
Forest Hill Parking Plaza	July 1, 1957	13	-0-	-0-	-0-
Ellis-O'Farrell Garage	August 5, 1957	900	-0-	-0-	2,800,000**
Fifth and Mission Garage	August 28, 1958	1,472	1,690,970	2,966,697	4,657,667
Civic Center Plaza Garage	March 1, 1960	840	-0-	4,298,822	4,298,822
Sutter-Stockton Garage	November 19, 1960	870	2,665,069	3,837,177	6,502,246
Fifth & Mission Garage Expansion I	November 21, 1961	534	-0-	1,000,000	1,000,000
Portsmouth Square Garage	August 24, 1962	504	-0-	3,181,500	3,181,500
Golden Gateway Garage	December 21, 1966	1,000	1,090,000	6,135,000	7,225,000
		<u>8,318</u>			

\* All debts of the Union Square Garage Corporation have been retired, and effective August 31, 1961, it assigned all of its interest in the Management and Occupancy Agreement to the City. After transferring its remaining assets to the City, the Union Square Garage Corporation filed a certificate of winding up and dissolution with the Secretary of State. A new operating lease was executed between the City and a private garage operator for a period of ten years and 9 months, commencing October 1, 1967.

\*\* Privately financed and operated until July 20, 1965, at which time it was acquired by the City.



Under Construction in this Category

The following garages are under construction in this category:

Japanese Cultural Center Underground Garage

This project is under joint development by National-Braemar, Inc., the City of San Francisco Western Addition Parking Corporation, the San Francisco Redevelopment Agency, and the Parking Authority, subject to official approval of the City. Construction began on November 3, 1965. Completion is estimated by December 1, 1967.

Present estimates indicate the following physical and financial facts for this project:

Location: Sub-surface of the three City-block area  
bounded by Geary, Post, Laguna and Fillmore  
Streets

Capacity: Self parking - 800 stalls  
Attendant parking - 1,100 stalls

Size: Two garages, one of two levels and one a  
single level

Land cost: \$256,640

Estimated  
Construction  
Cost: \$3,750,000

Operation: Self parking; attendant parking optional

<u>Proposed Rate Schedule:</u>	25¢ first hour
	25¢ each additional hour
	\$1.50 maximum to 6 p.m.
6 p.m. to Midnight -	50¢ first two hours
	25¢ each additional hour
	\$1.00 maximum to midnight
Midnight to 7 a.m. -	50¢ first two hours
	25¢ each additional hour
	\$1.00 maximum to 7 a.m.
	\$2.50 maximum 10-24 hours

Fillmore Merchants	
Validation stamps:	10¢ each
	Books of 500 @ \$50 per book
Monthly rates -	\$25 to \$30

<u>Proposed Rate Schedule:</u>	Under rates comparable to those
(Unit B on Fillmore	of the Neighborhood Parking Program.
Street)	This area will eventually become a
	section of the Neighborhood Program.

UNITED STATES DEPARTMENT OF AGRICULTURE

THE FOLLOWING REPORT WAS PREPARED BY THE BUREAU OF PLANT INDUSTRY

REPORT OF THE BUREAU OF PLANT INDUSTRY

THIS REPORT IS UNDER THE DIRECTION OF THE BUREAU OF PLANT INDUSTRY, DEPARTMENT OF AGRICULTURE, AND IS THE PROPERTY OF THE UNITED STATES GOVERNMENT. IT IS LOANED TO YOU FOR YOUR INFORMATION AND IS NOT TO BE REPRODUCED OR COPIED IN ANY MANNER WITHOUT THE WRITTEN PERMISSION OF THE BUREAU OF PLANT INDUSTRY.

REPORT OF THE BUREAU OF PLANT INDUSTRY, DEPARTMENT OF AGRICULTURE, ON THE PROGRESS OF THE BUREAU DURING THE YEAR 1907.

Object: To report on the progress of the Bureau of Plant Industry during the year 1907, and to show the results of the work done during that year.

Subject: The progress of the Bureau of Plant Industry during the year 1907, and the results of the work done during that year.

Place: The Bureau of Plant Industry, Department of Agriculture, Washington, D. C.

Date: July 1, 1908.

Author: The Bureau of Plant Industry, Department of Agriculture, Washington, D. C.

To: The Bureau of Plant Industry, Department of Agriculture, Washington, D. C.

From: The Bureau of Plant Industry, Department of Agriculture, Washington, D. C.

By: The Bureau of Plant Industry, Department of Agriculture, Washington, D. C.

For: The Bureau of Plant Industry, Department of Agriculture, Washington, D. C.

Approved: The Bureau of Plant Industry, Department of Agriculture, Washington, D. C.

Printed at the Government Printing Office, Washington, D. C., 1908.

THE BUREAU OF PLANT INDUSTRY, DEPARTMENT OF AGRICULTURE, WASHINGTON, D. C.



### Fifth and Mission Garage Expansion II

This project is under joint development by the City of San Francisco Downtown Parking Corporation and the Parking Authority, subject to approval by the City. The Letter of Intent and Agreement for financing, acquisition and construction of the addition have been approved. Start of construction is dependent upon acquisition of the property by the Redevelopment Agency.

Present estimates indicate the following physical and financial facts:

Location: From present terminus on Mission Street  
to Fourth and Minna Streets

Size: Approximately 24,000 square feet

Additional  
parking  
stalls: 296

Total  
parking  
stalls: 1,879

Estimated cost of land acquisition,  
demolition and site preparation: \$880,000

Estimated construction cost: \$725,000

Contractor: Donald M. Drake Co., Portland, Oregon

Engineers: H. J. Degenkolb & Associates

Operator: City of San Francisco Downtown Parking Corp.

Management: S. E. Onorato, Inc.

Operation: Self-parking

Parking Rates: 15¢ each hour  
\$1.25 maximum (24 hours)  
\$17.50 monthly

The capacity of the foregoing off-street parking projects completed or under development jointly by government and private business under the Parking Authority program to date totals 9,714 parking stalls.



Table 1. Summary of the results of the study.

This study is a descriptive study of the physical and psychological health of a sample of 1000 people living in a community in the north of England. The study was carried out over a period of 12 months, from January to December 1998. The results of the study are presented in this table.

The results of the study are presented in this table. The table is divided into two main sections: Physical Health and Psychological Health.

Physical Health: This section presents the results of the physical health questionnaire. The questionnaire was completed by 1000 people.

Psychological Health: This section presents the results of the psychological health questionnaire. The questionnaire was completed by 1000 people.

Physical Health

Psychological Health

Physical Health

Psychological Health

Physical Health

Psychological Health

Physical Health

Psychological Health

Physical Health

Psychological Health

Physical Health

Psychological Health

Physical Health

Psychological Health

Physical Health

Psychological Health

Physical Health

The results of the study are presented in this table. The table is divided into two main sections: Physical Health and Psychological Health. The results of the study are presented in this table. The table is divided into two main sections: Physical Health and Psychological Health.

Policy Point No. 3: Direct public financing and construction, including site acquisition, where private construction was not or could not be undertaken.

The 8,500 special event parking stalls at Candlestick Park are considered a special case and are not carried as an increment of the general parking program.

Constructed and In Operation in this Category

Mission-Bartlett Parking Plaza	250 stalls
Lakeside Village Parking Plaza *	49 stalls
Seventh & Harrison Parking Plaza	<u>270</u> stalls
	<u>569</u> stalls

- \* The City originally acquired the sites for these two neighborhood lots located at Ocean Avenue and Junipero Serra Boulevard, and Ocean Avenue and Nineteenth Avenue; constructed parking lots thereon and leased them to the Lakeside Village Merchants' Association for a period of twenty years, commencing October 1, 1956. On January 28, 1965, the Merchants' Association requested the City and County of San Francisco to cancel the existing lease on the two lots and include them in the neighborhood parking program. In March, 1965, the Lakeside Village Parking Plazas Nos. 1 and 2 were designated as municipal off-street parking lots and parking meter regulations were established for their operation.

Neighborhood Shopping District Parking Facilities

The basic parking program adopted by the Parking Authority on August 31, 1961, for the neighborhood shopping districts of the City will be a major addition to parking facilities provided under this category of direct public financing and construction. The program comprises:

21 public parking lots, and  
4 public parking garages, in  
15 neighborhood shopping districts, with  
984 parking stall total capacity, for  
\$4,839,013 estimated approximate cost

Thus far, all properties have been acquired for: the Eureka Valley Parking Plaza No. 1 (Castro Street); West Portal Parking Plaza No. 1 (West Portal Avenue); Geary Boulevard Parking Plaza No. 1 (Geary Boulevard); Outer Irving Parking Plaza (20<sup>th</sup> Avenue); Noe Valley Parking Plaza (24<sup>th</sup> Street); Portola Parking Plaza No. 1 (Felton Street); Sixteenth-Hoff Parking Plaza (Mission District); Clement Shoppers Parking Center No. 1 (8<sup>th</sup> Avenue) and Clement Shoppers Parking Center No. 2 (9<sup>th</sup> Avenue). All of these facilities are in operation.

1. The first of these is the fact that the majority of the population of the country is of African descent. This is a result of the slave trade which brought millions of Africans to the Americas over the centuries.

2. The second factor is the fact that the majority of the population of the country is of African descent. This is a result of the slave trade which brought millions of Africans to the Americas over the centuries.

THE ECONOMIC SITUATION IN THE COUNTRY

3. The third factor is the fact that the majority of the population of the country is of African descent. This is a result of the slave trade which brought millions of Africans to the Americas over the centuries.

4. The fourth factor is the fact that the majority of the population of the country is of African descent. This is a result of the slave trade which brought millions of Africans to the Americas over the centuries.

THE POLITICAL SITUATION IN THE COUNTRY

5. The fifth factor is the fact that the majority of the population of the country is of African descent. This is a result of the slave trade which brought millions of Africans to the Americas over the centuries.

6. The sixth factor is the fact that the majority of the population of the country is of African descent. This is a result of the slave trade which brought millions of Africans to the Americas over the centuries.

7. The seventh factor is the fact that the majority of the population of the country is of African descent. This is a result of the slave trade which brought millions of Africans to the Americas over the centuries.



Definite commitments have been received in other areas. The Authority at all times has done everything possible to alleviate hardship on families and owners of business whose properties have been required for such public use.

Upon completion of the Neighborhood Parking Program, the number and capacity of parking facilities constructed under this category will be:

Number of facilities	28
Number of parking stalls	1,553

Financing Time Schedule:

1. The Controller of the City and County of San Francisco has estimated that the basic program can be financed in its entirety from monies now on deposit in our "Off-Street Parking Fund", plus the estimated increments which will be realized up to July 1, 1967. These are accruing from parking meter revenues at the rate of approximately \$525,000 a year.
2. The Neighborhood Program, providing off-street parking facilities in these neighborhood districts, is as follows:

Projects approved and completed: 2

<u>District</u>	<u>Parking Stalls</u>	<u>Cost</u>
Eureka Valley (Castro Street)	21	\$ 79,769
West Portal (West Portal Avenue)	20	135,490
Geary (Geary Boulevard)	22	101,133
Outer Irving (20 <sup>th</sup> Avenue)	25	111,161
Noe Valley (24 <sup>th</sup> Street)	16	52,629
Portola (Felton)	15	42,451
Mission (16 <sup>th</sup> and Hoff)	72	284,096
Clement (8 <sup>th</sup> Avenue)	33	155,827
Clement (9 <sup>th</sup> Avenue)	28	111,053
	<hr/> 252	<hr/> \$1,073,609

Projects approved and awaiting construction: 2

Eureka Valley (Collingwood)	21	\$ 148,279
North Beach (Vallejo Street)	163	937,725
	<hr/> 184	<hr/> \$1,086,004





Projects approved and land acquisition  
in progress: 6

<u>District</u>	<u>Stalls</u>	<u>Cost</u>
Excelsior (Norton-Harrington)	32	\$ 138,100
Geary (18 <sup>th</sup> -19 <sup>th</sup> Avenues)	38	167,550
Inner Irving (8 <sup>th</sup> -9 <sup>th</sup> Avenues)	40	226,400
West Portal (Claremont-Ulloa)	26	167,850
Mission (24 <sup>th</sup> and Capp Streets)	20	76,400
Marina (Pierce Street)	82	762,000
	<u>238</u>	<u>\$1,538,300</u>

Projects re-referred and under study: 2

Haight-Ashbury (Haight and Cole)	32	\$ 138,600
Polk (Sacramento Street)	56	243,000
	<u>88</u>	<u>\$ 381,600</u>

Projects requiring new site recommendations,  
primarily because of interim changes in  
original use: 6

Bay View (Quesada Avenue)	20	\$ 14,500
Clement (6 <sup>th</sup> Avenue)	28	74,500
Outer Irving (23rd Avenue)	40	213,000
Portola (San Bruno Avenue)	22	47,000
Mission (18 <sup>th</sup> and Capp Streets)	38	154,000
Mission (Capp near 20 <sup>th</sup> Street)	74	256,500
	<u>222</u>	<u>\$ 759,500</u>

Totals	<u>984</u>	<u>\$4,839,013</u>
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Project approved and fully completed  
in 1961

Amount	Project
1,000,000	Project A (1961-1962)
500,000	Project B (1961-1962)
250,000	Project C (1961-1962)
100,000	Project D (1961-1962)
50,000	Project E (1961-1962)
25,000	Project F (1961-1962)
12,500	Project G (1961-1962)
6,250	Project H (1961-1962)
3,125	Project I (1961-1962)
1,562	Project J (1961-1962)
781	Project K (1961-1962)
390	Project L (1961-1962)
195	Project M (1961-1962)
97	Project N (1961-1962)
48	Project O (1961-1962)
24	Project P (1961-1962)
12	Project Q (1961-1962)
6	Project R (1961-1962)
3	Project S (1961-1962)
1	Project T (1961-1962)
0.5	Project U (1961-1962)
0.25	Project V (1961-1962)
0.125	Project W (1961-1962)
0.0625	Project X (1961-1962)
0.03125	Project Y (1961-1962)
0.015625	Project Z (1961-1962)
0.0078125	Project AA (1961-1962)
0.00390625	Project AB (1961-1962)
0.001953125	Project AC (1961-1962)
0.0009765625	Project AD (1961-1962)
0.00048828125	Project AE (1961-1962)
0.000244140625	Project AF (1961-1962)
0.0001220703125	Project AG (1961-1962)
0.00006103515625	Project AH (1961-1962)
0.000030517578125	Project AI (1961-1962)
0.0000152587890625	Project AJ (1961-1962)
0.00000762939453125	Project AK (1961-1962)
0.000003814697265625	Project AL (1961-1962)
0.0000019073486328125	Project AM (1961-1962)
0.00000095367431640625	Project AN (1961-1962)
0.000000476837158203125	Project AO (1961-1962)
0.0000002384185791015625	Project AP (1961-1962)
0.00000011920928955078125	Project AQ (1961-1962)
0.000000059604644775390625	Project AR (1961-1962)
0.0000000298023223876953125	Project AS (1961-1962)
0.00000001490116119384765625	Project AT (1961-1962)
0.000000007450580596923828125	Project AU (1961-1962)
0.0000000037252902984619140625	Project AV (1961-1962)
0.00000000186264514923095703125	Project AW (1961-1962)
0.000000000931322574615478515625	Project AX (1961-1962)
0.0000000004656612873077392578125	Project AY (1961-1962)
0.00000000023283064365386962890625	Project AZ (1961-1962)
0.000000000116415321826934814453125	Project BA (1961-1962)
0.0000000000582076609134674072265625	Project BB (1961-1962)
0.00000000002910383045673370361328125	Project BC (1961-1962)
0.000000000014551915228366851806640625	Project BD (1961-1962)
0.0000000000072759576141834259033203125	Project BE (1961-1962)
0.00000000000363797880709171295166015625	Project BF (1961-1962)
0.000000000001818989403545856475830078125	Project BG (1961-1962)
0.0000000000009094947017729282379150390625	Project BH (1961-1962)
0.00000000000045474735088646411895751953125	Project BI (1961-1962)
0.000000000000227373675443232059478759765625	Project BJ (1961-1962)
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0.0000000000000008881784197001250232389053344765625	Project BR (1961-1962)
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0.00000000000000000021684043449710083554416634142494384765625	Project CD (1961-1962)
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Accomplishments to date under the foregoing program may be summarized as follows:

Policy Point No. 1: (Private financing)

1) Completed:

a) 1966-1967	2,090 stalls
b) 1949-1966	<u>18,889</u> "
c) Total	20,979 "

11) Total Under No. 1 20,979 stalls

Policy Point No. 2: (Public-private financing)

1) Completed:

a) 1966-1967	1,000 stalls
b) 1949-1966	<u>7,318</u> "
c) Total	8,318 "

11) Under development:

a) 1966-1967	1,396 stalls
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111) Total Under No. 2 9,714 stalls

Policy Point No. 3: (Public financing)

1) Completed:

a) 1966-1967	252 stalls
b) 1949-1966	<u>569</u> "
c) Total	821 "

11) Under development:

a) 1966-1967	732 stalls
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111) Total Under No. 3 1,553 stalls

GRAND TOTAL 32,246 stalls

The actual and projected total cost of this program is approximately \$55 million, of which, under the Parking Authority's program and policy, only about \$9 million will have required public financing; roughly only about 16% of the total.

1. The first part of the report is a summary of the work done during the year. It is a brief statement of the results of the work, and is intended to give a general impression of the progress made.

## 2. The second part of the report is a detailed account of the work done during the year. It is a full and complete statement of the results of the work, and is intended to give a detailed impression of the progress made.

### (a) General

1.000-1000	1.000-1000	(a)
1.000-1000	1.000-1000	(b)
1.000-1000	1.000-1000	(c)

1.000-1000

1.000-1000

### (b) Detailed account of the work done during the year

#### (a) General

1.000-1000	1.000-1000	(a)
1.000-1000	1.000-1000	(b)
1.000-1000	1.000-1000	(c)

#### (b) Detailed account of the work done during the year

1.000-1000	1.000-1000	(a)
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1.000-1000

1.000-1000

### (c) Summary of the work done during the year

#### (a) General

1.000-1000	1.000-1000	(a)
1.000-1000	1.000-1000	(b)
1.000-1000	1.000-1000	(c)

#### (b) Detailed account of the work done during the year

1.000-1000	1.000-1000	(a)
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1.000-1000

1.000-1000

### (d) Summary of the work done during the year

The report is a full and complete statement of the results of the work done during the year. It is intended to give a detailed impression of the progress made, and is a full and complete statement of the results of the work done during the year.

COMPARATIVE STATEMENTS  
San Francisco Municipal Parking Facilities  
1966-1967

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<u>Facility</u>	<u>Gross Income</u>		<u>Increase (Decrease)</u>		<u>Rent paid City</u>		<u>Increase (Decrease)</u>
	<u>1965-1966</u>	<u>1966-1967</u>	<u>1965-1966</u>	<u>1966-1967</u>	<u>1965-1966</u>	<u>1966-1967</u>	
Candlestick Park	\$305,069.20	\$304,211.80	(\$ 857.40)	(.28%)	\$277,947.78	\$306,971.93	\$ 29,024.15 10.44%
Civic Center Auto Park	93,339.58	121,196.55	27,856.97	29.84%	77,910.20	105,837.61	27,927.41 35.85%
Civic Center Garage	336,906.38	332,857.52	(4,048.86)	(1.20%)	*	*	
Ellis-O'Farrell Garage	527,251.49	649,571.85	122,320.36	.97%	*	*	
Forest Hill Parking Plaza	804.00	804.00			804.00	804.00	
5 <sup>th</sup> and Mission Garage	722,433.53	746,900.69	24,467.16	3.39%	*	*	
Golden Gateway Garage	**	78,793.98	78,793.98	100.00%	*	*	
Marshall Square Parking Plaza	42,560.42	42,147.67	(412.75)	(.97%)	33,429.36	32,267.67	(1,161.69) (3.48%)
Mission-Bartlett Parking Plaza	43,256.97	45,182.80	1,925.83	4.45%	23,240.76	24,003.51	762.75 3.28%



STATE OF NEW YORK  
OFFICE OF THE COMPTROLLER  
REPORT ON THE REVENUE  
FOR THE YEAR 1900

Item	Description	Amount	Percentage	Total	Grand Total	Remarks
1	Salaries	1,000,000	100.00	1,000,000	1,000,000	
2	Travel	50,000	5.00	50,000	1,050,000	
3	Postage	25,000	2.50	25,000	1,075,000	
4	Printing	10,000	1.00	10,000	1,085,000	
5	Telephone	5,000	.50	5,000	1,090,000	
6	Lighting	15,000	1.50	15,000	1,105,000	
7	Repairs	10,000	1.00	10,000	1,115,000	
8	Insurance	20,000	2.00	20,000	1,135,000	
9	Interest	1,000,000	100.00	1,000,000	2,135,000	
10	Dividends	1,000,000	100.00	1,000,000	3,135,000	
11	Profits	1,000,000	100.00	1,000,000	4,135,000	
12	Losses	1,000,000	100.00	1,000,000	5,135,000	
13	Reserve	1,000,000	100.00	1,000,000	6,135,000	
14	Other	1,000,000	100.00	1,000,000	7,135,000	
15	Total	7,135,000	100.00	7,135,000	7,135,000	

Facility	Gross Income		Increase (Decrease)		Rent paid City		Increase (Decrease)
	1965-1966	1966-1967			1965-1966	1966-1967	
Portsmouth Sq. Garage	\$523,612.39	\$600,733.26	\$ 77,120.87	14.7%	*	*	
St. Mary's Sq. Garage	801,517.71	891,663.49	90,145.78	11.25%	\$ 39,508.11	\$ 38,793.62	\$ (714.49) (1.81%)
7 <sup>th</sup> & Harrison Parking Plaza	23,539.00	21,687.75	(1,851.25)	(7.86%)	19,233.32	17,718.89	(1,514.43) (7.87%)
Sutter-Stockton Garage	727,415.84	772,012.39	44,596.55	6.13%	*	*	
Union Square Garage	1,193,857.71	1,189,012.66	(4,845.05)	(.41%)	258,443.12	257,400.06	(1,043.06) (.40%)
TOTAL PROJECTS	\$5,341,564.22	\$5,796,776.41	\$455,212.19	8.52%	\$730,516.65	\$783,797.29	\$ 53,280.64 7.29%

\* In the case of 5<sup>th</sup> and Mission Garage, Civic Center Plaza Garage, Sutter-Stockton Garage and Golden Gateway Garage, under the contract, the rent payable to the City annually is an amount equal to 100% of net income after the payment of operating costs and debt service charges. Portsmouth Square Garage pays 103% of their net income after expenses.

\*\* Golden Gateway Garage opened December 21, 1966, therefore, only six months' experience shown.



Facility	Taxes Received		Total Taxes and Rent		Automobiles Parked		
	<u>1965-1966</u>	<u>1966-1967</u>	<u>1965-1966</u>	<u>1966-1967</u>	<u>1965-1966</u>	<u>1966-1967</u>	<u>Increase (Decrease)</u>
Candlestick Park (Autos) (Buses)	\$ 475.34	\$ 523.24	\$278,423.12	\$307,495.17	329,375 4,288	327,773 4,781	(1,602) 493 (.49%) 11.50%
Civic Center Auto Park	2,270.58	*	80,180.78	105,837.61	129,752	126,384	(3,368) (2.60%)
Civic Center Garage					389,235	394,766	5,531 1.42%
Ellis-O'Farrell Garage		77,290.67		77,290.67	400,251	473,112	72,861 18.20%
Forest Hill Parking Plaza			804.00	804.00	22,950	22,950	
5 <sup>th</sup> and Mission Garage	42,614.91	45,201.84	42,614.91	45,201.84	1,147,833	1,162,868	15,035 1.31%
Golden Gateway Garage					**	43,104	43,104 100.00%
Marshall Square Parking Plaza	797.47	600.46	34,226.83	32,868.13	63,612	59,797	(3,815) (6.00%)
Mission-Bartlett Parking Plaza	313.82	345.44	23,554.58	24,348.95	130,236	141,526	11,290 8.67%





<u>Facility</u>	<u>Taxes Received</u>		<u>Total Taxes and Rent</u>		<u>Automobiles Parked</u>	
	<u>1965-1966</u>	<u>1966-1967</u>	<u>1965-1966</u>	<u>1966-1967</u>	<u>1966-1967</u>	<u>Increase (Decrease)</u>
Portsmouth Sq. Garage	\$ 28,927.74	\$ 31,099.76	\$ 28,927.74	\$ 31,099.76	471,875	546,619 74,744 15.84%
St. Mary's Sq. Garage	33,366.45	36,068.00	72,874.56	74,861.62	418,879	448,944 30,065 7.18%
7 <sup>th</sup> & Harrison Parking Plaza			19,233.32	17,718.89	103,072	86,750 (16,322) (15.84%)
Sutter-Stockton Garage	86,485.10	92,590.62	86,485.10	92,590.62	710,355	733,728 23,373 3.29%
Union Square Garage	19,567.60	11,445.24	278,010.72	268,845.30	863,256	882,313 19,057 2.21%
TOTALS	\$214,819.01	\$295,165.27	\$945,335.66	\$1,078,962.56	5,184,969	5,455,415 270,446 5.22%

\* Not taxed this fiscal year.

\*\* Golden Gateway Garage opened December 21, 1966, therefore, only six months' experience shown.



PRESENT STATUS OF 1947 PARKING BOND FUND

Original Bond Fund (authorized 1947 and issued)	\$5,000,000.00
Transferred to Account	232,684.59
Appropriated	<u>\$5,232,684.59</u>
Expended	<u>5,230,438.41</u>
Surplus*	\$ 2,246.18
 Unappropriated balance June 30, 1967	 \$ 214,097.69

\* Account closed June 30, 1960, Surplus funds transferred to Unappropriated Account 4990.

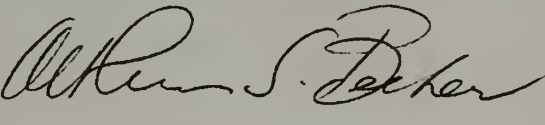
Bonds outstanding June 30, 1967	\$1,520,000.00
Bonds redeemed 1966-1967	320,000.00
Bond interest paid 1966-1967	43,237.50

ACKNOWLEDGMENTS

The Parking Authority wishes to express its appreciation and to acknowledge the cooperation and assistance of Mayor Shelley, the Chief Administrative Officer, Members of the Board of Supervisors, the City Attorney, Controller, Director of Property, Director of Public Works, City Engineer, Traffic Engineer, Director of Planning, the private garage industry, the public-spirited citizens comprising the corporations sponsoring many major projects, and others who have given so generously of their time and contributed so greatly to the advancement of its program during the past year.

Respectfully submitted,

PARKING AUTHORITY OF THE CITY  
AND COUNTY OF SAN FRANCISCO



By  
Arthur S. Becker  
Director

ASB:hj  
Encls.



# ANNUAL REPORT

1967-1968

DATE RECEIVED

SEP 10 1968

FILE NO.



JAPANESE CULTURAL & TRADE CENTER  
including 2 1/2 acres with parking space for 250 automobiles.



PARKING AUTHORITY  
City & County of San Francisco





PARKING AUTHORITY

DONALD MAGNIN, Chairman

HARRY J. ALEO\*

EUGENE L. FRIEND

FRANK J. GALLAGHER

FRANCIS H. LOUIE

DAVID THOMSON

Staff:

ARTHUR S. BECKER, Director

HONORABLE JOSEPH L. ALIOTO, Mayor  
City and County of San Francisco

\*Appointment terminated April 22, 1968.



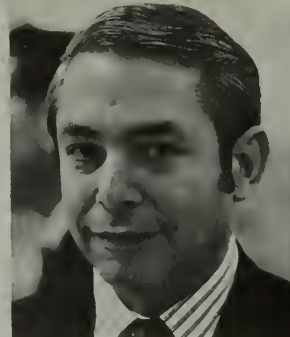
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Honorable Joseph L. Alioto, Mayor  
City and County of San Francisco  
200 City Hall  
San Francisco, California 94102



Dear Mayor Alioto:

On behalf of the Members of the Parking Authority and its Staff, I submit herewith the Annual Report of the San Francisco Parking Authority.

During the fiscal year 1967-1968 just ended, significant progress has been made in the opening of neighborhood parking lots and/or in the acquisition of land for that purpose. Specifically, the following sites were acquired, and completion of these parking facilities will be accomplished within the very near future:

Inner Irving Parking Plaza I (8<sup>th</sup>-9<sup>th</sup> Avenues)  
Mission Parking Plaza II (24<sup>th</sup> and Capp Streets)  
Geary Boulevard Parking Plaza II (18<sup>th</sup>-19<sup>th</sup> Avenues)  
Bay View Parking Plaza I (Palou Avenue and Mendell Street)  
Eureka Valley Parking Plaza II (18<sup>th</sup> and Collingwood Streets)

During the year, we acquired the property for, and commenced construction on, two multi-level neighborhood parking garages. The North Beach Garage is scheduled for completion during the early part of 1969. Demolition has been completed on the site of the Marina Garage, and construction thereon is scheduled to begin in October of this year.

The 850-stall garage serving the Japanese Cultural and Trade Center was opened December 6, 1967. Initial patronage has been below that expected, but it is anticipated that revenues will increase as the Center becomes more fully occupied.

After lengthy litigation, property extending to Fourth Street adjacent to the Fifth and Mission Garage was acquired and construction of 296 additional stalls thereon will commence in October of this year.

Hourly, daily and monthly rates were increased at the Portsmouth Square Garage, Civic Center Plaza Garage, Fifth and Mission Garage and Ellis-O'Farrell Garage. While revenues were adequate to service the bonds for these garages, the prevailing rates were so reasonable that patrons parked on an all-day basis, with the result that the short-term shopper often found the garages filled to capacity early in the day. The increase in rates has discouraged the use of the garage on an all-day basis and the short-term parker can now most usually be accommodated. Since the higher charges are generating substantially more revenue than was realized in the past, the bonded indebtedness of the garages can be amortized at an accelerated rate. This will result in the City acquiring clear title to the garages within a relatively short period, at which time all net revenues realized therefrom can be deposited in the General Fund of the City.

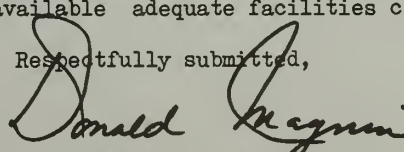
Other accomplishments of the Authority include the just-completed arrangement whereby the San Francisco Unified School District has approved the installation of a 40 stall parking facility beneath the Redding School Playground; and after a series of meetings with property owners and tenants of the neighborhood, the Authority is about to commence a search for a suitable site to service the Union Street District.

To the Board of Supervisors our thanks for their prompt approval of and provision of funds for the neighborhood sites heretofore enumerated. We further appreciate the support of the Board in having approved our requests for substantial rate changes in our major garages.

On behalf of the Members and Staff of the Authority, I wish to extend to you, Mr. Mayor, our sincere appreciation for your cooperation and support.

The magnitude of the parking demand as determined by the recently completed Downtown Parking and Traffic Study, and the soon-to-be-completed Northern Waterfront Study, is such that the Authority will endeavor to anticipate these demands sufficiently in advance of their occurrence so as to have available adequate facilities concurrent with the need therefor.

Respectfully submitted,

  
Donald Magnin, Chairman





THE PARKING AUTHORITY  
CITY AND COUNTY OF SAN FRANCISCO

450 McALLISTER STREET — ROOM 603  
SAN FRANCISCO, CALIFORNIA 94102  
(415) 558-3651

MEMBERS:

DONALD MAGNIN  
CHAIRMAN  
EUGENE L. FRIEND  
FRANK J. GALLAGHER  
FRANCIS H. LOUIE  
DAVID THOMSON

ARTHUR S. BECKER  
DIRECTOR

STATEMENT OF ACTIVITIES OF THE PARKING AUTHORITY  
City and County of San Francisco  
Fiscal Year ending June 30, 1968

The report of the Parking Authority for the fiscal year 1967-1968, together with supplemental information you have requested, is herewith respectfully submitted.

The financial status is set forth in attached copies of the Authority's four (4) quarterly reports.

PARKING AUTHORITY ORGANIZATION

The San Francisco Parking Authority is composed of:

Five Members appointed for four-year terms by the Mayor and approved by the Board of Supervisors.

Staff composed of three members, consisting of the Director, and two Secretaries.

PARKING AUTHORITY BUDGET

1966-1967	\$49,570
1967-1968	\$36,341
Past ten-year average	\$43,346

PARKING AUTHORITY FUNCTION

The Parking Authority functions like a department of the City and County government and is directly responsible to the Mayor and the Board of Supervisors of the City and County of San Francisco.

In its present capacity, it is responsible for advising and making recommendations to the Mayor and Board of Supervisors on matters pertaining to the off-street parking program. Where required, the Authority also acts as an agent for the City and County government in carrying out off-street parking programs approved by the City administration.



UNITED STATES DEPARTMENT OF THE INTERIOR  
BUREAU OF LAND MANAGEMENT  
WASHINGTON, D. C. 20250

The purpose of this report is to provide information on the status of the land resources of the State of Nevada, and to provide information on the management of these resources.

The following information is provided in this report:

1. LAND RESOURCES

The land resources of Nevada are divided into three categories:

- (a) Public Land
- (b) Private Land
- (c) State Land

The following information is provided in this report:

2. LAND USE

1950-1954	1955-1959
1960-1964	1965-1969
1970-1974	1975-1979

3. LAND MANAGEMENT

The following information is provided in this report:

The following information is provided in this report:



Function No. 1: Investigative and recommendatory work required for the development of new off-street parking facilities throughout San Francisco.

Function No. 2: To make recommendation to the Mayor and Board of Supervisors regarding parking rates and charges and the operational procedures and regulations in force at each of the City and County off-street parking facilities for which it is responsible.

POLICY, PROGRAM AND ACCOMPLISHMENTS

The major accomplishments and activities of the Authority for the past year are shown below. These have been classified according to the Authority's policy and program adopted February 8, 1950.

Policy Point No. 1: Stimulation of and cooperation with private enterprise to finance and construct the facilities required under the off-street parking program.

New parking facilities reported completed and placed in operation during fiscal year 1967-1968: 1,784 stalls

These additions brought the total of new off-street parking spaces provided under this phase of the Authority program since October 6, 1949, to 22,763 stalls

Policy Point No. 2: Public cooperation with private enterprise to provide off-street parking by public provision of garage sites and private provision of the construction financing.

Constructed and in Operation in this Category

The following parking facilities have been financed and built as cooperative projects between the City and private business:





<u>Name</u>	<u>Date Completed</u>	<u>Stall Capacity</u>	<u>Land Cost</u>	<u>Construction Cost</u>	<u>Total Project Cost</u>
Union Square Garage	September 11, 1942	1,081	\$ -0-	\$1,646,331	\$1,646,331*
Marshall Square Parking Plaza	November 1, 1948	111	-0-	-0-	-0-
Civic Center Auto Park	December 18, 1953	276	-0-	31,000	31,000
St. Mary's Square Garage	May 12, 1954	828	417,513	2,300,000	2,717,513
Forest Hill Parking Plaza	July 1, 1957	13	-0-	-0-	-0-
Ellis-O'Farrell Garage	August 5, 1957	900	-0-	-0-	2,800,000**
Fifth & Mission Garage	August 28, 1958	938	1,690,970	2,966,697	4,657,667
Civic Center Plaza Garage	March 1, 1960	840	-0-	4,298,822	4,298,822
Sutter-Stockton Garage	November 19, 1960	870	2,665,069	3,837,177	6,502,246
Fifth & Mission Garage Expansion I	November 21, 1961	534	-0-	1,000,000	1,000,000
Portsmouth Square Garage	August 24, 1962	504	-0-	3,181,500	3,181,500
Golden Gateway Garage	December 21, 1966	1,000	1,090,000	6,135,000	7,225,000
Japanese Cultural & Trade Center Garage	December 1, 1967	850	256,640	3,750,000	4,006,640

\*All debts of the Union Square Garage Corporation have been retired, and effective August 31, 1961, it assigned all of its interest in the Management and Occupancy Agreement to the City. After transferring its remaining assets to the City, the Union Square Garage Corporation filed a certificate of winding up and dissolution with the Secretary of State. A new operating lease was executed between the City and a private garage operator for a period of ten years and nine months commencing October 1, 1967.

\*\*Privately financed and operated until July 20, 1965, at which time it was acquired by the City.



Under Development in this Category

Fifth and Mission Garage Expansion II

This project is under joint development by the City of San Francisco Downtown Parking Corporation and the Parking Authority, subject to approval by the City. The Letter of Intent and Agreement for financing, acquisition and construction of the addition have been approved. Start of construction is scheduled to commence October 1, 1968.

Present estimates indicate the following physical and financial facts:

Location: From present terminus on Mission Street  
to Fourth and Minna Streets

Size: Approximately 24,000 square feet

Additional  
parking  
stalls: 296

Total  
parking  
stalls: 1,768

Estimated cost of land acquisition,  
demolition and site preparation: \$880,000

Estimated construction cost: \$725,000

Contractor: Donald M. Drake Co., Portland, Oregon

Engineers: H. J. Degenkolb & Associates

Operator: City of San Francisco Downtown Parking Corporation

Management: S. E. Onorato, Inc.

Operation: Self-parking

Parking rates: 15¢ for the first hour  
15¢ for the second hour  
20¢ for the third hour  
25¢ each hour thereafter  
\$2.00 maximum for 24 hours  
\$27.50 monthly

The capacity of the foregoing off-street parking projects completed or under development jointly by government and private business under the Parking Authority program to date totals 9,041 parking stalls.





Policy Point No. 3: Direct public financing and construction, including site acquisition, where private construction was not or could not be undertaken.

The 8,500 special event parking stalls at Candlestick Park are considered a special case and are not carried as an increment of the general parking program.

Constructed and in Operation in this Category

Mission-Bartlett Parking Plaza	250 stalls
Lakeside Village Parking Plazas	49 stalls
Seventh & Harrison Parking Plaza	<u>270 stalls</u>
	<u>569 stalls</u>

The City originally acquired the sites for the two Lakeside Village neighborhood lots located at Ocean Avenue and Junipero Serra Boulevard and Ocean Avenue and Nineteenth Avenue, constructed parking lots thereon and leased them to the Lakeside Village Merchants' Association for a period of twenty years, commencing October 1, 1956. On January 28, 1965, the merchants' association requested the City and County of San Francisco to cancel the existing lease on the two lots and include them in the neighborhood parking program. In March, 1965, the Lakeside Village Parking Plazas Nos. 1 and 2 were designated as municipal off-street parking lots and parking meter regulations were established for their operation.

Leases for the operation of the Forest Hill Parking Plaza, Marshall Square Parking Plaza and Seventh and Harrison Parking Plaza expired during this fiscal year and were renewed for additional five-year periods.

Neighborhood Shopping District Parking Facilities

The basic parking program adopted by the Parking Authority on August 31, 1961, for the neighborhood shopping districts of the City will be a major addition to parking facilities provided under this category of direct public financing and construction. The program comprises:

- 21 public parking lots, and
- 4 public parking garages, in
- 15 neighborhood shopping districts, with
- 979 parking stall total capacity, for
- \$5,033,583 estimated approximate cost

Thus far, all properties have been acquired for the Eureka Valley Parking Plaza No. I (Castro Street), West Portal Parking Plaza No. I (West Portal Avenue), Geary Boulevard Parking Plaza No. I (Geary Boulevard), Outer Irving Parking Plaza (20th Avenue), Noe Valley Parking Plaza (24th Street), Portola Parking Plaza No. I (Felton Street), Sixteenth-Hoff Parking Plaza (Mission District), Clement Shoppers Parking Center No. 1 (8th Avenue), Clement Shoppers Parking Center No. 2 (9th Avenue), and Eureka Valley Parking Plaza II (18th and Collingwood Streets). All of these facilities are in operation.

1. The first of the two main groups of the population is the group of the population which is engaged in the production of goods and services for the market.

2. The second of the two main groups of the population is the group of the population which is engaged in the production of goods and services for the non-market sector.

### 3. The third of the two main groups of the population is the group of the population which is engaged in the production of goods and services for the non-market sector.

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### 9. The ninth of the two main groups of the population is the group of the population which is engaged in the production of goods and services for the non-market sector.

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12. The twelfth of the two main groups of the population is the group of the population which is engaged in the production of goods and services for the non-market sector.

Definite commitments have been received in other areas. The Authority at all times has done everything possible to alleviate hardship on families and owners of business whose properties have been required for such public use.

Upon completion of the Neighborhood Parking Program, the number and capacity of parking facilities constructed under this category will be:

Number of facilities	28
Number of parking stalls	1,278

Financing Time Schedule:

1. The Controller of the City and County of San Francisco has estimated that the basic program can be financed in its entirety from monies now on deposit in our "Off-Street Parking Fund," plus the estimated increments which will be realized up to July 1, 1968. These are accruing from parking meter revenues at the rate of approximately \$450,000 a year.
2. The Neighborhood Parking Program, providing off-street parking facilities in these neighborhood districts, is as follows:

Projects approved and completed: 10

<u>District</u>	<u>Parking Stalls</u>	<u>Cost</u>
Eureka Valley (Castro Street)	21	\$ 79,769
Eureka Valley (Collingwood Street)	21	148,279
West Portal (West Portal Avenue)	20	135,490
Geary (Geary Boulevard)	22	101,133
Outer Irving (20th Avenue)	25	111,161
Noe Valley (24th Street)	16	52,629
Portola (Felton Street)	15	42,451
Mission (16th & Hoff Streets)	72	284,096
Clement (8th Avenue)	33	155,827
Clement (9th Avenue)	<u>28</u>	<u>111,053</u>
	273	\$1,221,888

Projects approved and awaiting construction: 6

Bay View (Palou-Mendell Streets)	15	\$ 86,000
Geary (18th-19th Avenues)	38	167,550
Inner Irving (8th-9th Avenues)	40	226,400
Mission (24th & Capp Streets)	20	102,500
Marina (Pierce Street)	82	829,000
North Beach (Vallejo Street)	163	967,695
(under construction)	<u>      </u>	<u>      </u>
	358	\$2,379,145





Projects approved and land acquisition  
in progress: 2

<u>District</u>	<u>Parking Stalls</u>	<u>Cost</u>
Excelsior (Norton-Harrington)	32	\$ 138,100
West Portal (Claremont-Ulloa)	<u>26</u>	<u>167,850</u>
	58	\$ 305,950

Projects re-referred and under study: 2

Haight-Ashbury (Haight-Cole)	32	\$ 138,600
Polk (Sacramento Street)	<u>56</u>	<u>243,000</u>
	88	\$ 381,600

Projects requiring new site  
recommendations, primarily because  
of interim changes in original use: 5

Clement (6th Avenue)	28	\$ 74,500
Outer Irving (23rd Avenue)	40	213,000
Portola (San Bruno Avenue)	22	47,000
Mission (18th and Capp Streets)	38	154,000
Mission (Capp near 20th Street)	<u>74</u>	<u>256,500</u>
	202	\$ 745,000

TOTALS	<u>979</u>	<u>\$5,033,583</u>
--------	------------	--------------------





Accomplishments to date under the foregoing program may be summarized as follows:

Policy Point No. 1: (Private financing)

1. Completed:

a. 1967-1968	1,784 stalls
b. 1949-1967	<u>20,979</u> "
c. Total	<u>22,763</u> "

11. Total under No. 1 22,763 stalls

Policy Point No. 2: (Public-private financing)

1. Completed:

a. 1967-1968	850 stalls
b. 1949-1967	<u>7,895</u> "
c. Total	<u>8,745</u> "

11. Under development:

a. 1967-1968	296 stalls
--------------	------------

111. Total under No. 2 9,041 stalls

Policy Point No. 3: (Public financing)

1. Completed:

a. 1967-1968	273 stalls
b. 1949-1967	<u>569</u> "
c. Total	<u>842</u> "

11. Under development:

a. 1967-1968	711 stalls
--------------	------------

111. Total under No. 3 1,553 stalls

GRAND TOTAL 33,357 stalls

The actual and projected total cost of this program is approximately \$55 million, of which, under the Parking Authority's program and policy, only about \$9 million will have required public financing; roughly only about 16% of the total.



COMPARATIVE STATEMENTS  
San Francisco Municipal Parking Facilities  
1967-1968

FACILITY	GROSS INCOME			RENT PAID CITY		
	<u>1966-1967</u>	<u>1967-1968</u>	<u>Increase - Decrease</u>	<u>1966-1967</u>	<u>1967-1968</u>	<u>Increase - Decrease</u>
Candlestick Park	\$ 304,211.80	\$ 257,201.40	\$ -47,010.40 -15.45%	\$306,971.93	\$236,892.66	\$ -70,079.27 -22.83%
Civic Center Auto Park	121,196.55	115,555.52	- 5,641.03 - 4.65%	105,837.61	100,837.60	- 5,000.01 - 4.72%
Civic Center Garage	332,857.52	352,455.72	19,598.20 5.89%	*	*	
Ellis-O'Farrell Garage	649,571.85	757,178.24	107,606.39 16.57%	*	*	
Forest Hill Parking Plaza	804.00	804.00		804.00	804.00	
5 <sup>th</sup> and Mission Garage	746,900.69	743,892.97	- 3,007.72 - .40%	*	*	
Golden Gateway Garage	78,793.98 <sup>1</sup>	479,484.85	400,690.87 508.53%	*	*	
Japanese Cultural Center Garage		37,454.95 <sup>2</sup>	37,454.95 100.00%	*	*	
Marshall Square Parking Plaza	42,147.67	38,454.08	- 3,693.59 - 8.76%	32,267.67	29,323.68	- 2,943.99 - 9.12%
Mission-Bartlett Parking Plaza	45,182.80	59,909.75	14,726.95 32.59%	24,003.51	31,752.17	7,748.66 32.28%





FACILITY	GROSS INCOME			RENT PAID CITY		
	1966-1967	1967-1968	Increase - Decrease	1966-1967	1967-1968	Increase - Decrease
Portsmouth Sq. Garage	\$ 600,733.26	\$ 616,084.55	\$ 15,351.29 2.56%	\$ * \$ *	\$ *	\$ *
St. Mary's Sq. Garage	891,663.49	944,996.91	53,333.42 5.98%	38,793.62	40,236.37	1,442.75 3.72%
7 <sup>th</sup> & Harrison Parking Plaza	21,687.75	21,399.47	- 288.28 - 1.33%	17,718.89	17,281.55	- 437.34 - 2.47%
Sutter-Stockton Garage	772,012.39	783,507.45	11,495.06 1.49%	*	*	
Union Square Garage	1,189,012.66	993,931.83 <sup>3</sup>	-195,080.83 -16.41%	257,400.06	480,789.56	223,389.50 86.77%
TOTAL PROJECTS	\$5,796,776.41	\$6,202,311.69	\$405,535.28 7.00%	\$783,797.29	\$937,917.59	\$154,120.30 19.66%

\* In the case of Civic Center Plaza Garage, Ellis-O'Farrell Garage, 5<sup>th</sup> and Mission Garage, Golden Gateway Garage, Japanese Cultural Center Garage and Sutter-Stockton Garage, under the contract, the rent payable to the City annually is an amount equal to 100% of net income after the payment of operating costs and debt service charges. Portsmouth Square Garage pays 103% of their net income after expenses.

- 1 Golden Gateway Garage opened December 21, 1966 - 6 months' experience.
- 2 Japanese Cultural Center Garage opened February 16, 1968 - 5 months' experience
- 3 Union Square Garage operating lease renewed in October 1, 1967 - 9 months' experience.

1. The first group of specimens is from the same locality as the first group of specimens, and is of the same nature as the first group of specimens.

2. The second group of specimens is from the same locality as the first group of specimens, and is of the same nature as the first group of specimens.

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<u>FACILITY</u>	<u>TAXES RECEIVED</u>		<u>TOTAL TAXES AND RENT</u>		<u>AUTOMOBILES PARKED</u>		
	<u>1966-1967</u>	<u>1967-1968</u>	<u>1966-1967</u>	<u>1967-1968</u>	<u>1966-1967</u>	<u>1967-1968</u>	<u>Increase - Decrease</u>
Candlestick Park (Autos) (Buses)	\$ 523.24	\$ 275.86	\$307,495.17	\$237,168.52	327,773 4,781	243,546 3,687	- 84,227 - 1,094 -25.70% -22.88%
Civic Center Auto Park	*		105,837.61	100,837.60	126,384	119,810	- 6,574 - 5.20%
Civic Center Garage					394,766	389,519	- 5,247 - 1.33%
Ellis-O'Farrell Garage	77,290.67	55,702.50	77,290.67	55,702.50	473,112	491,832	18,720 3.96%
Forest Hill Parking Plaza			804.00	804.00	22,950	22,950	
5 <sup>th</sup> and Mission Garage	45,201.84	57,174.63	45,201.84	57,174.63	1,162,868	1,138,174	- 24,694 - 2.12%
Golden Gateway Garage		80,000.00		80,000.00	43,104 <sup>1</sup>	270,584	227,480 27.75%
Japanese Cultural Center Garage		61,000.00		61,000.00		50,632 <sup>2</sup>	50,632 100.00%
Marshall Square Parking Plaza	600.46	689.65	32,868.13	30,013.33	59,797	48,074	-11,723 -19.60%
Mission-Bartlett Parking Plaza	345.44	380.58	24,348.95	32,132.75	141,526	218,451	76,925 54.35%





<u>FACILITY</u>	<u>TAXES RECEIVED</u>		<u>TOTAL TAXES AND RENT</u>		<u>AUTOMOBILES PARKED</u>		
	<u>1966-1967</u>	<u>1967-1968</u>	<u>1966-1967</u>	<u>1967-1968</u>	<u>1966-1967</u>	<u>1967-1968</u>	<u>Increase - Decrease</u>
Portsmouth Sq. Garage	\$ 31,099.76	\$ 37,861.67	\$ 31,099.76	\$ 37,861.67	546,619	536,261	- 10,358
St. Mary's Sq. Garage	36,068.00	37,135.00	74,861.62	77,371.37	448,944	448,008	- 936
7 <sup>th</sup> & Harrison Parking Plaza			17,718.89	17,281.55	86,750	82,648	- 4,102
Sutter-Stockton Garage	92,590.62	58,209.11	92,590.62	58,209.11	733,728	766,954	33,226
Union Square Garage	11,445.24	3,348.72	268,845.30	484,138.28	882,313	637,477 <sup>3</sup>	-244,836
(Buses)					5,450,634	5,464,920	14,286
					4,781	3,687	- 1,094
TOTAL PROJECTS	\$295,165.27	\$391,777.72	\$1,078,962.56	\$1,329,695.31	5,455,415	5,468,607	13,192
							-27.75%
							.26%
							-22.88%
							.24%

<sup>1</sup> Golden Gateway Garage opened December 21, 1966 - 6 months' experience.

<sup>2</sup> Japanese Cultural Center Garage opened February 16, 1968 - 5 months' experience.

<sup>3</sup> Union Square Garage operating lease renewed October 1, 1967 - 9 months' experience.

\* Civic Center Auto Park not taxed this fiscal year.





PARKING METER COLLECTIONS  
Neighborhood Facilities

<u>Facility</u>	<u>No. Meters</u>	<u>Gross Income 1966-1967</u>	<u>Income 1967-1968</u>	<u>Increase-Decrease \$</u>	<u>%</u>	<u>Income Totals to Date</u>
WEST PORTAL (W. Portal Ave.)	20	\$ 2,080.41	\$ 1,752.91	\$-327.50	-15.74%	\$ 6,858.98
LAKESIDE #1 (J. Serra & Ocean)	20 }					
LAKESIDE #2 (19 <sup>th</sup> & Ocean)	21 }	5,128.60	4,578.52	-550.08	-10.73%	13,488.08
MISSION (16 <sup>th</sup> & Hoff)	72	6,287.77	7,109.49	821.72	13.07%	20,482.08
EUREKA VALLEY (Castro)	21	2,075.49	1,991.89	- 83.60	- 4.03%	7,359.80
NOE VALLEY (24 <sup>th</sup> St.)	16	1,022.07	840.75	-181.32	-17.74%	3,438.23
OUTER IRVING (20 <sup>th</sup> Ave.)	25	1,184.14	1,432.06	247.92	20.94%	4,613.74
GEARY (Geary Blvd.)	22	1,856.70	1,909.41	52.71	2.84%	6,570.06
PORTOLA (Felton)	15	415.88	450.20	34.32	8.25%	1,203.68
CLEMENT #1 (8 <sup>th</sup> Ave.)	28 }					
CLEMENT #2 (9 <sup>th</sup> Ave.)	33 }	2,480.04	3,159.97	679.93	27.42%	6,454.60
TOTALS	293	\$22,531.10	\$23,225.20	\$ 694.10	3.08%	\$70,469.25



PRESENT STATUS OF 1947 PARKING BOND FUND

Original Bond Fund (authorized 1947 and issued)	\$5,000,000.00
Transferred to Account	<u>232,684.59</u>
Appropriated	\$5,232,684.59
Expended	<u>5,230,438.41</u>
Surplus *	<u>\$ 2,246.18</u>

Unappropriated balance June 30, 1968                      \$ 247,620.28

\* Account closed June 30, 1960, Surplus funds transferred  
to Unappropriated Account 4990.

Bonds outstanding June 30, 1968	\$1,200,000.00
Bonds redeemed 1967-1968	320,000.00
Bond interest paid 1967-1968	36,162.50

ACKNOWLEDGMENTS

The Parking Authority wishes to express its appreciation and to acknowledge the cooperation and assistance of Mayors Shelley and Alioto, the Chief Administrative Officer, Members of the Board of Supervisors, the City Attorney, Controller, Director of Property, Director of Public Works, City Engineer, Traffic Engineer, Director of Planning, the private garage industry, the public-spirited citizens comprising the corporations sponsoring many major projects, and others who have given so generously of their time and contributed so greatly to the advancement of its program during the past year.

Respectfully submitted,

PARKING AUTHORITY OF THE CITY  
AND COUNTY OF SAN FRANCISCO

*Arthur S. Becker*

By     Arthur S. Becker  
        Director

Encls.





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1968-69

# **ANNUAL REPORT**

**1968-1969**



VALLEJO STREET GARAGE — CENTRAL POLICE STATION



**PARKING AUTHORITY**

**City & County of San Francisco**



PARKING AUTHORITY

DONALD MAGNIN, Chairman

EUGENE L. FRIEND

FRANK J. GALLAGHER

FRANCIS H. LOUIE

JAMES A. SILVA

DAVID THOMSON\*

Staff:

ARTHUR S. BECKER, Director

HONORABLE JOSEPH L. ALIOTO, Mayor  
City and County of San Francisco



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Honorable Joseph L. Alioto, Mayor  
City and County of San Francisco  
200 City Hall  
San Francisco, California 94102



Dear Mayor Alioto:

On behalf of the Members of the Parking Authority and its Staff, I herewith submit the Report of the San Francisco Parking Authority for the fiscal year 1968-1969.

During the subject year, the Inner Irving Parking Plaza and the Twenty-fourth and Capp Parking Plaza (Mission District) were completed and opened for use of the short-term parker. A total of 55 spaces was made available as a result of the opening of these lots.

During the remainder of the 1969 calendar year, the Excelsior Parking Plaza and Geary Boulevard Parking Plaza No. 2, with a total of 66 parking spaces, will become operative.

Of particular importance is the fact that necessary legislation was enacted in order to permit utilization of revenues from the soon-to-be-completed Vallejo Street Garage (North Beach) for the Off-Street Parking Program. Since it is estimated that the garage will generate net income in the amount of \$63,000 annually, the Authority now has an important source of additional revenue with which to pursue its program.

For the first time, the Authority departed from its prior program of building surface facilities in neighborhood areas and commenced construction of two parking structures -- one a two-level parking facility to serve the Marina District, and the other a one-level structure beneath the playground of the Redding School to serve the Southern Polk Street area. Both of these facilities will be available in time to alleviate the high parking demand which will occur during the forthcoming Christmas season. The two herein-described facilities will add 122 parking spaces to the Off-Street Parking Program.

Notwithstanding an increase in the actual number of parking meters in service, revenue realized therefrom and available to the Authority has consistently diminished over the past few years. While a portion of the diminution has resulted from vandalism and abandonment of meters during the BARTD construction period, the bulk of the decrease can be attributed to a lower level of meter enforcement. The reduced level of enforcement was, in turn, a product of the need for utilization of police personnel in areas commanding a higher priority. Thus, the Authority is most indebted to you, Mr. Mayor, and to the Board of Supervisors for having approved the request of the Police Department for 29 additional traffic controlmen.

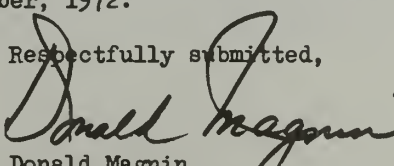
Still to be resolved is the critical need for parking facilities to serve the Union Street, Northern Waterfront, and Northern Polk Street areas.

In view of the increasing use of certain facilities on a long-term basis, rate revisions were made in certain garages in order to discourage the use of these facilities for long-term parking. Specifically, rates were increased at the Golden Gateway Garage and the Sutter-Stockton Garage, and the desired result has been accomplished.

While the revenues of the Japanese Cultural and Trade Center Garages have been substantially below those anticipated for the project, we were successful in adding greatly to these revenues by renting the excess capacity spaces for monthly storage purposes.

During the year, the last remaining Member of the original Board of the Parking Authority, David Thomson, completed his term and was succeeded by James A. Silva, who was appointed to a term expiring in October, 1972.

Respectfully submitted,

  
Donald Magnin  
Chairman





# THE PARKING AUTHORITY CITY AND COUNTY OF SAN FRANCISCO

450 McALLISTER STREET — ROOM 603  
SAN FRANCISCO, CALIFORNIA 94102  
(415) 558-3651

## MEMBERS:

DONALD MAGNIN  
CHAIRMAN  
EUGENE L. FRIEND  
FRANK J. GALLAGHER  
FRANCIS H. LOUIE  
JAMES A. SILVA

+++

ARTHUR S. BECKER  
DIRECTOR

JOSEPH L. ALIOTO, MAYOR

## STATEMENT OF ACTIVITIES OF THE PARKING AUTHORITY City and County of San Francisco Fiscal year ending June 30, 1969

The report of the Parking Authority for the fiscal year 1968-1969, together with supplemental information you have requested, is herewith respectfully submitted.

The financial status is set forth in attached copies of the Authority's four (4) Quarterly Reports.

### PARKING AUTHORITY ORGANIZATION

The San Francisco Parking Authority is composed of:

Five Members appointed for four-year terms by the Mayor and approved by the Board of Supervisors.

Staff composed of three members, consisting of the Director, and two Secretaries.

### PARKING AUTHORITY BUDGET

1967-1968	\$36,341
1968-1969	\$39,267
Past ten-year average	\$43,006

### PARKING AUTHORITY FUNCTION

The Parking Authority functions like a department of the City and County government and is directly responsible to the Mayor and the Board of Supervisors of the City and County of San Francisco.

In its present capacity, it is responsible for advising and making recommendations to the Mayor and Board of Supervisors on matters pertaining to the off-street parking program. Where required, the Authority also acts as an agent for the City and County government in carrying out off-street parking programs approved by the City administration.



STATEMENT OF WORKING CAPITAL  
AND BALANCE SHEET  
FOR THE YEAR 1950

The amount of the working capital for the year 1950, as determined by the Board of Directors, is \$1,000,000.00.

The following table shows the estimated amount of the working capital for the year 1950, as determined by the Board of Directors.

ESTIMATED AMOUNT OF WORKING CAPITAL

The estimated amount of the working capital for the year 1950, as determined by the Board of Directors, is \$1,000,000.00.

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Function No. 1: Investigative and recommendatory work required for the development of new off-street parking facilities throughout San Francisco.

Function No. 2: To make recommendation to the Mayor and Board of Supervisors regarding parking rates and charges and the operational procedures and regulations in force at each of the City and County off-street parking facilities for which it is responsible.

#### POLICY, PROGRAM AND ACCOMPLISHMENTS

The major accomplishments and activities of the Authority for the past year are shown below. These have been classified according to the Authority's policy and program adopted February 8, 1950.

Policy Point No. 1: Stimulation of and cooperation with private enterprise to finance and construct the facilities required under the off-street parking program.

New parking facilities reported completed and placed in operation during fiscal year 1968-1969:

466 stalls

These additions brought the total of new off-street parking spaces provided under this phase of the Authority program since October 6, 1949, to

23,229 stalls

Policy Point No. 2: Public cooperation with private enterprise to provide off-street parking by public provision of garage sites and private provision of the construction financing.

#### Constructed and in Operation in this Category

The following parking facilities have been financed and built as cooperative projects between the City and private business:

First of all, we must understand that the  
the world is not a simple machine, but a  
complex system of many parts, each of which  
has its own life and its own way of thinking.

1. Introduction

Let us now turn to the question of the  
the human mind, which is the most  
complex of all systems. We shall see that  
the human mind is not a simple machine,  
but a complex system of many parts, each  
of which has its own life and its own way  
of thinking.

2. The Human Mind

### The Human Mind as a Complex System

The human mind is a complex system of many parts, each of which has its own life and its own way of thinking. It is not a simple machine, but a complex system of many parts, each of which has its own life and its own way of thinking.

Let us now turn to the question of the  
the human mind, which is the most  
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but a complex system of many parts, each  
of which has its own life and its own way  
of thinking.

3. The Human Mind as a Complex System

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4. The Human Mind as a Complex System

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the human mind, which is the most  
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but a complex system of many parts, each  
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of thinking.

5. The Human Mind as a Complex System

Let us now turn to the question of the  
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of thinking.

6. The Human Mind as a Complex System

Let us now turn to the question of the  
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of thinking.

<u>Name</u>	<u>Date Completed</u>	<u>Stall Capacity</u>	<u>Land Cost</u>	<u>Construction Cost</u>	<u>Total Project Cost</u>
Union Square Garage	September 11, 1942	1,081	\$ -0-	\$1,646,331	\$1,646,331*
Marshall Square Parking Plaza	November 1, 1948	111	-0-	-0-	-0-
Civic Center Auto Park	December 18, 1953	276	-0-	31,000	31,000
St. Mary's Sq. Garage	May 12, 1954	828	417,513	2,300,000	2,717,513
Forest Hill Parking Plaza	July 1, 1957	13	-0-	-0-	-0-
Ellis-O'Farrell Garage	August 5, 1957	900	-0-	-0-	2,800,000**
Fifth & Mission Garage	August 28, 1958	938	1,690,970	2,966,697	4,657,667
Civic Center Plaza Garage	March 1, 1960	840	-0-	4,298,822	4,298,822
Sutter-Stockton Garage	November 19, 1960	870	2,665,069	3,837,177	6,502,246
Fifth & Mission Garage Expansion I	November 21, 1961	534	-0-	1,000,000	1,000,000
Portsmouth Sq. Garage	August 24, 1962	504	-0-	3,181,500	3,181,500
Golden Gateway Garage	December 21, 1966	1,000	1,090,000	6,135,000	7,225,000
Japanese Cultural & Trade Center Garages	February 16, 1968	850	256,640	3,750,000	4,006,640

\*All debts of the Union Square Garage Corporation have been retired, and effective August 31, 1961, it assigned all of its interest in the Management and Occupancy Agreement to the City. After transferring its remaining assets to the City, the Union Square Garage Corporation filed a certificate of winding up and dissolution with the Secretary of State. A new operating lease was executed between the City and a private garage operator for a period of ten years and nine months commencing October 1, 1967.

\*\*Privately financed and operated until July 20, 1965, at which time it was acquired by the City.





Under Development in this Category

Fifth and Mission Garage Expansion II

This project was developed jointly by the City of San Francisco Downtown Parking Corporation and the Parking Authority, subject to approval by the City. Construction began February 10, 1969 and will be in full use by November 10, 1969 to accommodate the Christmas holiday shoppers.

Present estimates indicate the following physical and financial facts:

Location:	From present terminus on Mission Street to Fourth and Minna Streets
Size:	Approximately 24,000 square feet
Additional parking stalls:	320
Total parking stalls:	1,792
Cost of land acquisition, demolition and site preparation:	\$258,100
Construction cost:	\$1,188,700
Contractor:	Owen W. Haskell, Inc., San Leandro, California
Engineers:	H. J. Degenkolb & Associates
Operator:	City of San Francisco Downtown Parking Corporation
Management:	S. E. Onorato Incorporated
Operation:	Self-parking
Parking rates:	15¢ for the first hour 15¢ for the second hour 20¢ for the third hour 25¢ each hour thereafter \$2.00 maximum for 24 hours \$27.50 monthly

The capacity of the foregoing off-street parking projects completed or under development jointly by government and private business under the Parking Authority program to date totals 9,065 parking stalls.





Policy Point No. 3: Direct public financing and construction, including site acquisition, where private construction was not or could not be undertaken.

The 8,500 special event parking stalls at Candlestick Park are considered a special case and are not carried as an increment of the general parking program.

Constructed and in Operation in this Category

Mission-Bartlett Parking Plaza	250 stalls
Lakeside Village Parking Plazas	49 stalls
Seventh & Harrison Parking Plaza	<u>270</u> stalls
	<u>569</u> stalls

The City originally acquired the sites for the two Lakeside Village neighborhood lots located at Ocean Avenue and Junipero Serra Boulevard and Ocean Avenue and Nineteenth Avenue, constructed parking lots thereon and leased them to the Lakeside Village Merchants' Association for a period of twenty years, commencing October 1, 1956. On January 28, 1965, the merchants' association requested the City and County of San Francisco to cancel the existing lease on the two lots and include them in the neighborhood parking program. In March, 1965, the Lakeside Village Parking Plazas Nos. 1 and 2 were designated as municipal off-street parking lots and parking meter regulations were established for their operation.

The Parking Authority is working with the Housing Authority and the City of San Francisco Mission-Bartlett Garage (a non-profit corporation) to finance and construct a 500-car garage on the site of the existing Mission-Bartlett Parking Plaza, with utilization of air space above the garage by the Housing Authority for construction of a 110-unit Senior Citizens' Housing Project.

Neighborhood Shopping District Parking Facilities

The basic parking program adopted by the Parking Authority on August 31, 1961, for the neighborhood shopping districts of the City will be a major addition to parking facilities provided under this category of direct public financing and construction. The program comprises:

- 22 public parking lots, and
- 4 public parking garages, in
- 15 neighborhood shopping districts, with
- 1,008 parking stall total capacity, for
- \$5,330,040 estimated approximate cost

Thus far, all properties have been acquired and construction completed for the Eureka Valley Parking Plaza No. 1 (Castro Street), West Portal Parking Plaza No. 1 (West Portal Avenue), Geary Boulevard Parking Plaza No. 1 (Geary Boulevard), Outer Irving Parking Plaza (20th Avenue), Noe Valley Parking Plaza (24th Street), Portola Parking Plaza No. 1 (Felton Street), Sixteenth-Hoff Parking Plaza (Mission District), Clement Shoppers Parking Center No. 1 (8th Avenue), Clement Shoppers Parking Center No. 2 (9th



Avenue), Eureka Valley Parking Plaza No. 2 (18th-Collingwood Streets), Inner Irving Parking Plaza (8th-9th Avenues), and Twenty-fourth and Capp Parking Plaza (Mission District). All of these facilities are in operation.

The Vallejo Street Garage (North Beach) is the first facility in the Neighborhood Off-Street Parking Program to be leased for operation by a professional operator. Bids were awarded to Savoy Auto Parks and Garages, Inc. as the highest responsible bidder at 63.69% of the gross revenues. Legislation amending Section 213 of the San Francisco Traffic Code was approved by the Parking Authority, and subsequently by the Board of Supervisors, to provide for crediting the Off-Street Parking Fund with receipts from the net revenues of this leased City-owned off-street parking facility.

Definite commitments have been received in other areas. The Authority at all times has done everything possible to alleviate hardship on families and owners of business whose properties have been required for such public use.

Upon completion of the Neighborhood Parking Program, the number and capacity of parking facilities constructed under this category will be:

Number of facilities 29

Number of parking stalls 1,307

Financing Time Schedule:

1. The Controller of the City and County of San Francisco has estimated that the basic program can be financed in its entirety from monies now on deposit in our "Off-Street Parking Fund," plus the estimated increments which will be realized up to July 1, 1969. These are accruing from parking meter revenues at the rate of approximately \$250,000 a year.
2. The Neighborhood Parking Program, providing off-street parking facilities in these neighborhood districts, is as follows:

Projects approved and completed: 12

<u>District</u>	<u>Parking Stalls</u>	<u>Cost</u>
Eureka Valley (Castro Street)	21	\$ 79,769
Eureka Valley (Collingwood Street)	21	143,644
West Portal (West Portal Avenue)	20	135,490
Geary (Geary Boulevard)	22	101,133
Outer Irving (20th Avenue)	25	111,017
Noe Valley (24th Street)	16	53,948
Portola (Felton Street)	15	42,451
Mission (16th & Hoff Streets)	72	284,096
Clement (8th Avenue)	33	153,255
Clement (9th Avenue)	28	108,441
Inner Irving (8th-9th Avenues)	36	209,819
Mission (24th & Capp Streets)	<u>19</u>	<u>90,088</u>
	328	\$1,513,151







Projects approved and awaiting construction: 3

<u>District</u>	<u>Parking Stalls</u>	<u>Cost</u>
Bay View (Palou-Mendell Streets)	15	\$ 86,000
Excelsior (Norton-Harrington)	30	138,100
Geary (18th-19th Avenues)	<u>36</u>	<u>167,550</u>
	81	\$ 391,650

Projects approved and under construction: 3

Marina Garage (Pierce Street)	82	\$ 871,094
North Beach Garage (Vallejo Street)	163	967,695
Polk District Garage (Redding School)	<u>40</u>	<u>255,000</u>
	285	\$2,093,789

Projects approved and land acquisition in progress: 1

West Portal (Claremont-Ulloa)	24	\$ 204,850
-------------------------------	----	------------

Projects re-referred and under study: 2

Haight-Ashbury (Haight-Cole)	32	\$ 138,600
Polk (Sacramento Street)	<u>56</u>	<u>243,000</u>
	88	\$ 381,600

Projects requiring new site recommendations, primarily because of interim changes in original use: 5

Clement (6th Avenue)	28	\$ 74,500
Outer Irving (23rd Avenue)	40	213,000
Portola (San Bruno Avenue)	22	47,000
Mission (18th & Capp Streets)	38	154,000
Mission (Capp near 20th Street)	<u>74</u>	<u>256,500</u>
	202	\$ 745,000
	<u>1,008</u>	<u>\$5,330,040</u>



Accomplishments to date under the foregoing program may be summarized as follows:

Policy Point No. 1: (Private financing)

1. Completed

a. 1968-1969	466 stalls
b. 1949-1968	<u>22,763</u> "
c. Total	23,229 "

11. Total under No. 1 23,229 stalls

Policy Point No. 2: (Public-private financing)

1. Completed

a. 1968-1969	-0- stalls
b. 1949-1968	<u>8,745</u> "
c. Total	8,745 "

11. Under development

a. 1968-1969 320 stalls

111. Total under No. 2 9,065 stalls

Policy Point No. 3: (Public financing)

1. Completed

a. 1968-1969	55 stalls
b. 1949-1968	<u>842</u> "
c. Total	897 "

11. Under development

a. 1968-1969 680 stalls

111. Total under No. 3 1,577 stalls

GRAND TOTAL 33,871 stalls

The actual and projected total cost of this program is approximately \$55 million, of which, under the Parking Authority's program and policy, only about \$9 million will have required public financing; roughly only about 16% of the total.



COMPARATIVE STATEMENTS  
San Francisco Municipal Parking Facilities  
1968-1969

FACILITY	GROSS INCOME			RENT PAID CITY		
	1967-1968	1968-1969	Increase (Decrease)	1967-1968	1968-1969	Increase (Decrease)
Candlestick Park	\$ 257,201.40	\$ 185,543.44	\$ -71,657.96 -27.9%	\$ 236,892.66	\$ 173,047.20	\$ -63,845.46 -27.0%
Civic Center Auto Park	115,555.52	114,571.75	- 983.77 - 0.9%	100,837.60	100,496.68	- 340.92 - 0.3%
Civic Center Garage	352,455.72	368,219.28	15,763.56 4.5%	*	*	
Ellis-O'Farrell Garage	757,178.24	755,383.79	- 1,794.45 - 0.2%	*	*	
Forest Hill Parking Plaza	804.00	804.00		804.00	804.00	
5 <sup>th</sup> and Mission Garage	743,892.97	774,805.75	30,912.78 4.2%	*	*	
Golden Gateway Garage	479,484.85	740,283.61	260,798.76 54.4%	*	*	
Japanese Cultural Center Garage	37,454.95 <sup>1</sup>	127,028.30	89,573.35 239.1%	*	*	
Marshall Square Parking Plaza	38,454.08	38,717.62	263.54 0.7%	29,323.68	29,812.57	488.89 1.7%
Mission-Bartlett Parking Plaza	59,909.75	63,996.12	4,086.37 6.8%	31,752.17	33,923.25	2,171.08 6.8%





<u>FACILITY</u>	<u>GROSS INCOME</u>			<u>RENT PAID CITY</u>		
	<u>1967-1968</u>	<u>1968-1969</u>	<u>Increase (Decrease)</u>	<u>1967-1968</u>	<u>1968-1969</u>	<u>Increase (Decrease)</u>
Portsmouth Sq. Garage	\$ 616,084.55	\$ 633,515.01	\$ 17,430.46 2.8%	\$ *	\$ *	\$
St. Mary's Sq. Garage	944,996.91	1,009,206.55	64,209.64 6.8%	40,236.37	43,296.57	3,060.20 7.6%
7 <sup>th</sup> & Harrison Parking Plaza	21,399.47	27,068.06	5,668.59 26.5%	17,281.55	19,137.13	1,855.58 10.7%
Sutter-Stockton Garage	783,507.45	804,779.47	21,272.02 2.7%	*	*	
Union Square Garage	993,931.83 <sup>2</sup>	1,296,421.18	302,489.35 30.4%	480,789.56	662,485.07	181,695.51 37.8%
TOTAL PROJECTS	\$6,202,311.69	\$6,940,343.93	\$ 738,032.24 11.9%	\$ 937,917.59	\$1,063,002.47	\$125,084.88 13.3%

\* In the case of Civic Center Plaza Garage, Ellis-O'Farrell Garage, 5<sup>th</sup> and Mission Garage, Golden Gateway Garage, Japanese Cultural Center Garage and Sutter-Stockton Garage, under the contract, the rent payable to the City annually is an amount equal to 100% of net income after the payment of operating costs and debt service charges. Portsmouth Square Garage pays 103% of their net income after expenses.

1 Japanese Cultural Center Garage opened February 16, 1968 - 5 months' experience.

2 Union Square Garage operating lease renewed October 1, 1967 - 9 months' experience.



<u>FACILITY</u>	<u>TAXES RECEIVED</u>		<u>TOTAL TAXES AND RENT</u>		<u>AUTOMOBILES PARKED</u>		
	<u>1967-1968</u>	<u>1968-1969</u>	<u>1967-1968</u>	<u>1968-1969</u>	<u>1967-1968</u>	<u>1968-1969</u>	<u>Increase (Decrease)</u>
Candlestick Park (Autos) { Buses }	\$ 275.86	\$ 220.00	\$ 237,168.52	\$ 173,267.20	243,546 3,687	142,148 2,023	-101,398 - 1,664 -41.6% -45.1%
Civic Center Autc Park		2,464.00	100,837.60	102,960.68	119,810	116,451	- 3,359 - 2.8%
Civic Center Garage					389,519	358,210	- 31,309 - 8.0%
Ellis-O'Farrell Garage	55,702.50	43,569.24	55,702.50	43,569.24	491,832	453,793	- 38,039 - 7.7%
Forest Hill Parking Plaza			804.00	804.00	22,950	22,950	
5 <sup>th</sup> and Mission Garage	57,174.63	45,421.20	57,174.63	45,421.20	1,138,174	1,077,218	- 60,956 - 5.4%
Golden Gateway Garage		42,834.00		42,834.00	270,584	362,338	91,754 34.0%
Japanese Cultural Center Garage		10,338.85		10,338.85	50,632 <sup>1</sup>	147,673	97,041 191.7%
Marshall Square Parking Plaza	689.65	<sup>3</sup>	30,013.33	29,812.57	48,074	46,579	- 1,495 - 3.1%
Mission-Bartlett Parking Plaza	380.58	315.65	32,132.75	34,238.90	218,451	249,560	31,109 14.2%





<u>FACILITY</u>	<u>TAXES RECEIVED</u>		<u>TOTAL TAXES AND RENT</u>		<u>AUTOMOBILES PARKED</u>		
	<u>1967-1968</u>	<u>1968-1969</u>	<u>1967-1968</u>	<u>1968-1969</u>	<u>1967-1968</u>	<u>1968-1969</u>	<u>Increase (Decrease)</u>
Portsmouth Sq. Garage	\$ 37,861.67	\$ 30,076.20	\$ 37,861.67	\$ 30,076.20	536,261	570,062	33,801 6.3%
St. Mary's Sq. Garage	37,135.00	30,470.00	77,371.37	73,766.57	448,008	446,514	- 1,494 - 0.3%
7 <sup>th</sup> & Harrison Parking Plaza			17,281.55	19,137.13	82,648	97,690	15,042 18.2%
Sutter-Stockton Garage	58,209.11	46,239.60	58,209.11	46,239.60	766,954	757,481	- 9,473 - 1.2%
Union Square Garage	5,941.60	63,800.00	486,731.16	726,285.07	637,477 <sup>2</sup>	872,796	235,319 36.9%
(Buses)					5,464,920	5,721,463	256,543 4.7%
					3,687	2,023	- 1,664 -45.1%
TOTAL PROJECTS	\$253,370.60	\$315,748.74	\$1,191,288.19	\$1,378,751.21	5,468,607	5,723,486	254,879 4.7%

- 1 Japanese Cultural Center Garage opened February 16, 1968 - 5 months' experience.
- 2 Union Square Garage operating lease renewed October 1, 1967 - 9 months' experience.
- 3 Possessory Interest tax on Marshall Square Plaza forgiven in the amount of \$1,665.40 (Resolution #697-68).



PARKING METER COLLECTIONS  
Neighborhood Facilities

<u>Facility</u>	<u>No. Meters</u>	<u>Gross Income</u>		<u>Increase (Decrease) \$</u>	<u>%</u>	<u>Income Totals to Date</u>
		<u>1967-1968</u>	<u>1968-1969</u>			
WEST PORTAL (W. Portal Ave.)	20	\$ 1,752.91	\$ 1,702.02	\$- 50.89	-2.9%	\$ 8,561.00
LAKESIDE #1 (J. Serra & Ocean)	20 }	4,578.52	4,435.98	-142.54	-3.1%	17,924.06
LAKESIDE #2 (19 <sup>th</sup> & Ocean)	21 }					
MISSION (16 <sup>th</sup> & Hoff)	72	7,109.49	7,849.26	739.77	10.4%	28,331.34
EUREKA VALLEY (Castro)	21	1,991.89	2,920.00	928.11	46.6%	10,279.80
NOE VALLEY (24 <sup>th</sup> St.)	16	840.75	867.71	26.96	3.2%	4,305.94
OUTER IRVING (20 <sup>th</sup> Ave.)	25	1,432.06	1,618.19	186.13	13.0%	6,231.93
GEARY (Geary Blvd.)	22	1,909.41	1,971.50	62.09	3.3%	8,541.56
PORTOLA (Felton)	15	450.20	500.04	49.84	11.1%	1,703.72
CLEMENT #1 (8 <sup>th</sup> Ave.)	28 }					
CLEMENT #2 (9 <sup>th</sup> Ave.)	33 }	3,159.97	3,444.10	284.13	9.0%	9,898.70
MISSION (24 <sup>th</sup> & Capp)	19		276.73 <sup>1</sup>	276.73	100.0%	276.73
TOTALS	312	\$23,225.20	\$25,585.53	\$2360.33	10.2%	\$96,054.78

<sup>1</sup> Collections commenced April, 1969 - 3 months' experience.



PRESENT STATUS OF 1947 PARKING BOND FUND

Original Bond Fund (authorized 1947 and issued)	\$5,000,000.00
Transferred to Account	232,684.59
Appropriated	<u>\$5,232,684.59</u>
Expended	<u>5,230,438.41</u>
Surplus *	<u>\$ 2,246.18</u>

Unappropriated balance June 30, 1969 \$ 277,668.11

\* Account closed June 30, 1960, Surplus funds transferred to Unappropriated Account No. 1990.

Bonds outstanding June 30, 1969	\$ 885,000.00
Bonds redeemed 1968-1969	315,000.00
Bond interest paid 1968-1969	28,625.00

ACKNOWLEDGMENTS

The Parking Authority wishes to express its appreciation and to acknowledge the cooperation and assistance of Mayor Joseph L. Alioto; the Chief Administrative Officer; Members of the Board of Supervisors; the City Attorney; Controller; Director of Property; Director of Public Works; City Engineer; Traffic Engineer; Director of Planning; the private garage industry; the public-spirited citizens comprising the corporations sponsoring many major projects, and others who have given so generously of their time and contributed so greatly to the advancement of its program during the past year.

Respectfully submitted,

PARKING AUTHORITY OF THE CITY  
AND COUNTY OF SAN FRANCISCO



Arthur S. Becker  
Director

Encls.





1970  
1970  
1970

# ANNUAL REPORT

1969-1970

DOCUMENTS

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**PARKING AUTHORITY**

**City & County of San Francisco**



PARKING AUTHORITY

DONALD MAGNIN, Chairman

EUGENE L. FRIEND

FRANK J. GALLAGHER\*

FRANCIS H. LOUIE

ACHILLE H. MUSCHI

JAMES A. SILVA

Staff:

ARTHUR S. BECKER, Director

HONORABLE JOSEPH L. ALIOTO, Mayor  
City and County of San Francisco

\*Appointment expired October 26, 1969.





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Honorable Joseph L. Alioto, Mayor  
City and County of San Francisco  
200 City Hall  
San Francisco, California 94102



Dear Mayor Alioto:

On behalf of the Members of the Parking Authority and its Staff, I submit herewith the report of the San Francisco Parking Authority for the fiscal year 1969-1970.

A milestone in the history of the Authority was realized with the opening of the first neighborhood parking garages. The Marina Garage opened in December of 1969 and has a capacity of 82 spaces; the North Beach Garage opened in that same month and accommodates 163 automobiles. The latter facility, because of its adjacency to the night-time demand generated by North Beach entertainment establishments, operates during evening hours with a rate structure significantly higher than that used during the day. Substantial revenues will be developed by this facility, and they will be credited to the Off-Street Parking Fund.

The dual use of valuable City-owned land was undertaken for the first time by the Authority when it constructed a 40-space lot beneath the Redding School Playground in the Polk Street neighborhood. By agreement with the Board of Education, the Authority replaced the school playground with a surface far superior to that previously enjoyed.

In addition to the foregoing, surface lots were completed and made operational in the following districts:

Excelsior District (Norton-Harrington Streets), 30 spaces

Geary Boulevard District (18th-19th Avenues), 36 spaces

Under construction and scheduled for opening before the end of 1970 are lots in the:

Bay View District (Palou-Mendell Streets), 15 spaces

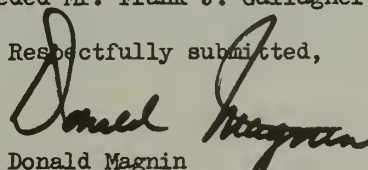
West Portal District (Claremont-Ulloa Streets), 24 spaces

Downtown municipal garages kept pace with the increasing parking demand when the Fifth and Mission Garage completed a 316-stall expansion, and the City of San Francisco Uptown Parking Corporation has filed a Letter of Intent with the Parking Authority and the Board of Supervisors in which it details its plans for a 500-stall expansion of the Sutter-Stockton Garage. The Authority is presently holding hearings relative to this proposal.

The effect of a higher level of parking meter enforcement was clearly seen when meter revenues, during the first six months of 1970, increased by approximately 10%. This favorable trend reverses a long-term downward experience, and the Authority reiterates its thanks to you, Mr. Mayor, for having obtained the necessary increase in traffic controlmen.

During the year Mr. Francis H. Louie was re-appointed to a 4-year term expiring October 26, 1973. Mr. Achille H. Muschi was appointed to a 4-year term expiring on that same date. He succeeded Mr. Frank J. Gallagher.

Respectfully submitted,

  
Donald Magnin  
Chairman





THE PARKING AUTHORITY  
CITY AND COUNTY OF SAN FRANCISCO

450 McALLISTER STREET — ROOM 603  
SAN FRANCISCO, CALIFORNIA 94102  
(415) 558-3651

MEMBERS:

DONALD MAGNIN  
CHAIRMAN  
EUGENE L. FRIEND  
FRANCIS H. LOUIE  
ACHILLE H. MUSCHI  
JAMES A. SILVA

...

ARTHUR S. BECKER  
DIRECTOR

JOSEPH L. ALIOTO, MAYOR

STATEMENT OF ACTIVITIES OF THE PARKING AUTHORITY  
City and County of San Francisco  
Fiscal year ending June 30, 1970

The report of the Parking Authority for the fiscal year 1969-1970, together with supplemental information you have requested, is herewith respectfully submitted.

The financial status is set forth in attached copies of the Authority's four (4) Quarterly Reports.

PARKING AUTHORITY ORGANIZATION

The San Francisco Parking Authority is composed of:

Five Members appointed for four-year terms by the Mayor and approved by the Board of Supervisors.

Staff composed of three members, consisting of the Director, and two Secretaries.

PARKING AUTHORITY BUDGET

1968-1969	\$39,267
1969-1970	\$40,856
Past ten-year average	\$42,866

PARKING AUTHORITY FUNCTION

The Parking Authority functions like a department of the City and County government and is directly responsible to the Mayor and the Board of Supervisors of the City and County of San Francisco.

In its present capacity, it is responsible for advising and making recommendations to the Mayor and Board of Supervisors on matters pertaining to the off-street parking program. Where required, the Authority also acts as an agent for the City and County government in carrying out off-street parking programs approved by the City administration.





Function No. 1: Investigative and recommendatory work required for the development of new off-street parking facilities throughout San Francisco.

Function No. 2: To make recommendation to the Mayor and Board of Supervisors regarding parking rates and charges and the operational procedures and regulations in force at each of the City and County off-street parking facilities for which it is responsible.

POLICY, PROGRAM AND ACCOMPLISHMENTS

The major accomplishments and activities of the Authority for the past year are shown below. These have been classified according to the Authority's policy and program adopted February 8, 1950.

Policy Point No. 1: Stimulation of and cooperation with private enterprise to finance and construct the facilities required under the off-street parking program.

New parking facilities reported completed and placed in operation during fiscal year 1969-1970:

593 stalls

These additions brought the total of new off-street parking spaces provided under this phase of the Authority program since October 6, 1949, to

23,822 stalls

Policy Point No. 2: Public cooperation with private enterprise to provide off-street parking by public provision of garage sites and private provision of the construction financing.

Constructed and in Operation in this Category

The following parking facilities have been financed and built as cooperative projects between the City and private business:

<u>Name</u>	<u>Date Completed</u>	<u>Stall Capacity</u>	<u>Land Cost</u>	<u>Construction Cost</u>	<u>Total Project Cost</u>
Union Square Garage	September 11, 1942	1,081	\$ -0-	\$1,646,331	\$1,646,331*
Marshall Square Parking Plaza	November 1, 1948	111	-0-	-0-	-0-

THE UNIVERSITY OF CHICAGO  
DEPARTMENT OF CHEMISTRY  
CHICAGO, ILLINOIS 60637

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### RESEARCH REPORT

THE EFFECT OF TEMPERATURE ON THE  
KINETICS OF THE REACTION OF  
HYDROGEN PEROXIDE WITH  
SODIUM HYDROGEN SULFATE

BY J. H. KILPATRICK AND  
J. E. HARRIS  
DEPARTMENT OF CHEMISTRY  
UNIVERSITY OF CHICAGO

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CHICAGO

CHICAGO, ILLINOIS 60637

RESEARCH REPORT  
ON THE KINETICS OF THE  
REACTION OF HYDROGEN  
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<u>Name</u>	<u>Date Completed</u>	<u>Stall Capacity</u>	<u>Land Cost</u>	<u>Construction Cost</u>	<u>Total Project Cost</u>
Civic Center Auto Park	December 18, 1953	276	-0-	\$ 31,000	\$ 31,000
St. Mary's Sq. Garage	May 12, 1954	828	\$ 417,513	2,300,000	2,717,513
Forest Hill Parking Plaza	July 1, 1957	13	-0-	-0-	-0-
Ellis-O'Farrell Garage	August 5, 1957	900	-0-	-0-	2,800,000**
Fifth & Mission Garage	August 28, 1958	938	1,690,970	2,966,697	4,657,667
Civic Center Plaza Garage	March 1, 1960	840	-0-	4,298,822	4,298.822
Sutter-Stockton Garage	November 19, 1960	870	2,665,069	3,837,177	6,502,246
Fifth & Mission Garage Expansion I	November 21, 1961	534	-0-	1,000,000	1,000,000
Portsmouth Sq. Garage	August 24, 1962	504	-0-	3,181,500	3,181,500
Golden Gateway Garage	December 21, 1966	1,000	1,090,000	6,135,000	7,225,000
Japanese Cultural Center Garage	February 16, 1968	850	256,640	3,750,000	4,006,640
Fifth & Mission Garage Expansion II	February 6, 1970	316	258,100	1,188,700	1,446,800

\*All debts of the Union Square Garage Corporation have been retired, and effective August 31, 1961, it assigned all of its interest in the Management and Occupancy Agreement to the City. After transferring its remaining assets to the City, the Union Square Garage Corporation filed a certificate of winding up and dissolution with the Secretary of State. A new operating lease was executed between the City and a private garage operator for a period of ten years and nine months commencing October 1, 1967.

\*\*Privately financed and operated until July 20, 1965, at which time it was acquired by the City.



Year	Company	Assets	Liabilities	Equity	Income	Expenses
1970	General Electric	1,000,000	500,000	500,000	100,000	80,000
1971	General Electric	1,100,000	550,000	550,000	110,000	85,000
1972	General Electric	1,200,000	600,000	600,000	120,000	90,000
1973	General Electric	1,300,000	650,000	650,000	130,000	95,000
1974	General Electric	1,400,000	700,000	700,000	140,000	100,000
1975	General Electric	1,500,000	750,000	750,000	150,000	105,000
1976	General Electric	1,600,000	800,000	800,000	160,000	110,000
1977	General Electric	1,700,000	850,000	850,000	170,000	115,000
1978	General Electric	1,800,000	900,000	900,000	180,000	120,000
1979	General Electric	1,900,000	950,000	950,000	190,000	125,000
1980	General Electric	2,000,000	1,000,000	1,000,000	200,000	130,000
1981	General Electric	2,100,000	1,050,000	1,050,000	210,000	135,000
1982	General Electric	2,200,000	1,100,000	1,100,000	220,000	140,000
1983	General Electric	2,300,000	1,150,000	1,150,000	230,000	145,000
1984	General Electric	2,400,000	1,200,000	1,200,000	240,000	150,000
1985	General Electric	2,500,000	1,250,000	1,250,000	250,000	155,000
1986	General Electric	2,600,000	1,300,000	1,300,000	260,000	160,000
1987	General Electric	2,700,000	1,350,000	1,350,000	270,000	165,000
1988	General Electric	2,800,000	1,400,000	1,400,000	280,000	170,000
1989	General Electric	2,900,000	1,450,000	1,450,000	290,000	175,000
1990	General Electric	3,000,000	1,500,000	1,500,000	300,000	180,000

The above table shows the financial performance of General Electric from 1970 to 1990. The assets, liabilities, and equity are shown in thousands of dollars. The income and expenses are shown in millions of dollars. The table shows a steady increase in assets and equity over the period, while liabilities remain relatively stable. The income and expenses also show a steady increase over the period.



Under Development in this Category

Sutter-Stockton Garage Expansion I

This project is being developed jointly by the City of San Francisco Uptown Parking Corporation and the Parking Authority, subject to approval by the City.

A Letter of Intent has been received from the City of San Francisco Uptown Parking Corporation to finance and construct the expansion of the present garage by approximately 500 additional stalls. This is proposed to be accomplished by using the land presently occupied by the City's Department of Social Services at the southeast corner of Bush and Stockton Streets and relocating this department to more modern offices located at 1680 Mission and 150 Otis Streets.

The capacity of the foregoing off-street parking projects completed or under development jointly by government and private business under the Parking Authority program to date totals 2,561 parking stalls.

Policy Point No. 3: Direct public financing and construction, including site acquisition, where private construction was not or could not be undertaken.

The 8,500 special event parking stalls at Candlestick Park are considered a special case and are not carried as an increment of the general parking program.

Constructed and in Operation in this Category

Mission-Bartlett Parking Plaza	250 stalls
Lakeside Village Parking Plazas 1 & 2	49 stalls
Seventh & Harrison Parking Plaza	<u>270 stalls</u>
	<u>569 stalls</u>

Mission-Bartlett Parking Plaza--Senior Citizens' Housing

The Parking Authority recommended against the proposal of the Housing Authority and the City of San Francisco Mission-Bartlett Garage (a non-profit corporation) to finance and construct a 500-car garage on the site of the existing Mission-Bartlett Parking Plaza. However, the Parking Authority did recommend in favor of utilization of air space above the garage by the Housing Authority for construction of a 110-unit Senior Citizens' Housing Project.

THE HISTORY OF THE

REPUBLIC OF THE UNITED STATES

The history of the United States is a story of the growth of a great nation from a small colony of English settlers in 1607 to a powerful republic in 1776. The story is one of the struggle for freedom and the establishment of a government of the people.

The first settlers were English men who came to America in search of a better life. They found a land of freedom and opportunity, and they began to build a new society. They fought for their rights and won. They established a government of the people, and they have since maintained it.

The story of the United States is a story of the growth of a great nation. It is a story of the struggle for freedom and the establishment of a government of the people. It is a story of the growth of a great nation from a small colony of English settlers in 1607 to a powerful republic in 1776.

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Neighborhood Shopping District Parking Facilities

The basic parking program adopted by the Parking Authority on August 31, 1961 for the neighborhood shopping districts of the City will be a major addition to parking facilities provided under this category of direct public financing and construction. The program comprises:

22 public parking lots, and  
4 public parking garages, in  
15 neighborhood shopping districts, with  
1,008 parking stall total capacity, for  
\$5,332,040 estimated approximate cost

The Vallejo Street Garage (North Beach) is the first facility in the Neighborhood Off-Street Parking Program to be leased for operation by a professional operator. Bids were awarded to Savoy Auto Parks and Garages, Inc. as the highest responsible bidder at 63.69% of the gross revenues. Legislation amending Section 213 of the San Francisco Traffic Code was approved by the Parking Authority, and subsequently by the Board of Supervisors, to provide for crediting the Off-Street Parking Fund with receipts from the net revenues of this leased City-owned off-street parking facility.

In the Union Street neighborhood district, the Parking Authority designated a site to accommodate 53 automobiles at a cost of \$473,600 at the corner of Fillmore and Filbert Streets. This project was referred to the Board of Supervisors by the Streets and Transportation Committee without recommendation. The matter was referred back to Committee by the Board and by Committee referral back to the Parking Authority for further study and investigation.

Upon completion of the neighborhood parking program, the number and capacity of parking facilities constructed under this category will be:

Number of facilities	31
Number of parking stalls	1,630

Financing Time Schedule:

1. The Controller of the City and County of San Francisco has estimated that the basic program can be financed in its entirety from moneys now on deposit in our "Off-Street Parking Fund," plus the estimated increments which will be realized up to July 1, 1970. These are accruing from parking meter revenues at the rate of approximately \$200,000 a year.





2. The Neighborhood Parking Program, providing off-street parking facilities in these neighborhood districts, is as follows:

Projects approved and in operation: 17

<u>District</u>	<u>Parking Stalls</u>	<u>Cost</u>
Eureka Valley (Castro Street)	21	\$ 79,769
Eureka Valley (Collingwood Street)	21	143,644
West Portal (West Portal Avenue)	20	135,490
Geary (Geary Boulevard)	22	101,133
Outer Irving (20th Avenue)	25	111,017
Noe Valley (24th Street)	16	53,948
Portola (Felton Street)	15	42,451
Mission (16th & Hoff Streets)	72	284,096
Clement (8th Avenue)	33	153,255
Clement (9th Avenue)	28	108,441
Inner Irving (8th-9th Avenues)	36	209,819
Mission (24th & Capp Streets)	19	90,088
Excelsior (Norton-Harrington Streets)	30	138,100
Geary (18th-19th Avenues)	36	167,550
Marina Garage (Pierce Street)	82	871,094
North Beach Garage (Vallejo Street)	163	967,695
Polk District Garage (Redding School)	40	255,000
	<u>679</u>	<u>\$3,912,590</u>

Projects approved and awaiting construction: 2

Bay View (Palou-Mendell Streets)	15	\$ 92,000
West Portal (Claremont-Ulloa Streets)	<u>24</u>	<u>200,850</u>
	<u>39</u>	<u>\$ 292,850</u>

Projects re-referred and under study: 3

Haight-Ashbury (Haight-Cole Streets)	32	\$ 138,600
Polk (Sacramento Street)	56	243,000
Union Street (Fillmore-Filbert Streets)	<u>53</u>	<u>473,600</u>
	<u>141</u>	<u>\$ 855,200</u>

Projects requiring new site recommendations, primarily because of interim changes in original use: 5

Clement (6th Avenue)	28	\$ 74,500
Outer Irving (23rd Avenue)	40	213,000
Portola (San Bruno Avenue)	22	47,000
Mission (18th & Capp Streets)	38	154,000
Mission (Capp near 20th Street)	<u>74</u>	<u>256,500</u>
	<u>202</u>	<u>\$ 745,000</u>
	<u>1,061</u>	<u>\$5,805,640</u>





Accomplishments to date under the foregoing program may be summarized as follows:

Policy Point No. 1: (Private financing)

1. Completed

a. 1969-1970	593 stalls
b. 1949-1969	<u>23,229</u> "
c. Total	23,822 "

11. Total under No. 1 23,822 stalls

Policy Point No. 2: (Public-private financing)

1. Completed

a. 1969-1970	316 stalls
b. 1949-1969	<u>8,745</u> "
c. Total	9,061 "

11. Under development

a. 1969-1970	500 stalls
--------------	------------

111. Total under No. 2 9,561 stalls

Policy Point No. 3: (Public financing)

1. Completed

a. 1969-1970	351 stalls
b. 1949-1969	<u>897</u> "
c. Total	1,248 "

11. Under development

a. 1969-1970	382 stalls
--------------	------------

111. Total under No. 3 1,630 stalls

GRAND TOTAL 35,013 stalls

The actual and projected total cost of this program is approximately \$55 million, of which, under the Parking Authority's program and policy, only about \$9 million will have required public financing; roughly only about 16% of the total.



COMPARATIVE STATEMENTS  
San Francisco Municipal Parking Facilities  
1969-70

FACILITY	GROSS INCOME			RENT PAID CITY		
	1968-69	1969-70	Increase (Decrease)	1968-69	1969-70	Increase (Decrease)
Candlestick Park	\$ 185,543.44	\$ 220,640.60	\$ 35,097.16 18.9%	\$ 173,047.20	\$ 206,099.03	\$ 33,051.83 19.1%
Civic Center Auto Park	114,571.75	118,770.10	4,198.35 3.6%	100,496.68	103,679.34	3,182.66 3.1%
Civic Center Garage	368,219.28	409,895.36	41,676.08 11.3%	*	*	
Ellis-O'Farrell Garage	755,383.79	749,022.13	- 6,361.66 - .8%	*	*	
Forest Hill Parking Plaza	804.00	804.00		804.00	804.00	
5 <sup>th</sup> and Mission Garage	774,805.75	867,829.37	93,023.62 12.0%	*	*	
Golden Gateway Garage	740,283.61	831,272.67	90,989.06 12.3%	*	*	
Japanese Cultural Center Garage	127,028.30	142,388.33	15,360.03 12.1%	*	*	
Marshall Square Parking Plaza	38,717.62	46,547.40	7,829.78 20.2%	29,812.57	31,566.97	1,754.40 5.8%
Mission-Bartlett Parking Plaza	63,996.12	54,628.04	- 9,368.08 -14.6%	33,923.25	28,952.26	- 4,970.99 -14.6%





FACILITY	GROSS INCOME		RENT PAID CITY	
	1968-69	1969-70	1968-69	1969-70
Portsmouth Sq. Garage	\$ 633,515.01	\$ 652,336.02	\$ 18,821.01	2.9%
St. Mary's Square Garage	1,009,206.55	1,030,435.06	21,228.51	.2%
7th and Harrison Parking Plaza	27,068.06	41,853.21	14,785.15	54.6%
Sutter-Stockton Garage	804,779.47	804,970.61	191.14	.02%
Union Square Garage	1,296,421.18	1,445,320.26	148,899.08	11.4%
Vallejo Street		29,980.78 <sup>(1)</sup>	29,980.78	100.0%
TOTAL PROJECTS	\$6,940,343.93	\$7,446,693.61	\$506,350.01	7.3%
			\$1,063,002.47	\$1,132,013.05
			18,712.31	18,712.31
			668,003.28	5,518.21
				8.3%
				100.0%
				6.5%

\* In the case of Civic Center Plaza Garage, Ellis O'Farrell Garage, 5th and Mission Garage, Golden Gateway Garage, Japanese Cultural Center Garage and Sutter-Stockton Garage, under the contract, the rent payable to the City annually is an amount equal to 100% of net income after the payment of operating costs and debt service charges. Portsmouth Square Garage pays 103% of their net income after expenses.

(1) Vallejo Street Garage opened December 15, 1969 - six months' experience.



FACILITY	TAXES RECEIVED		TOTAL TAXES AND RENT		AUTOMOBILES PARKED			
	1968-69	1969-70	1968-69	1969-70	1968-69	1969-70	Increase (Decrease)	
Candlestick Pk. (Buses)	\$ 220.00	\$ 526.84	\$173,267.20	\$206,625.87	142,148 2,023	190,173 2,007	48,025 - 16	33.7% - .8%
Civic Center Auto Park	2,464.00	1,662.37	102,960.68	105,341.71	116,451	121,599	5,148	4.4%
Civic Center Garage					358,210	423,243	65,033	18.1%
Ellis O'Farrell Garage	43,569.24	50,127.00	43,569.24	50,127.00	453,793	446,826	- 6,967	- 1.5%
Forest Hill Parking Plaza			804.00	804.00	22,950	22,950		
5 <sup>th</sup> and Mission Garage	45,421.20	49,794.52	45,421.20	49,794.52	1,077,218	1,195,467	118,249	10.9%
Golden Gateway Garage	42,834.00	85,727.00	42,834.00	85,727.00	362,338	366,605	4,267	1.2%
Japanese Cultural Center Garage	10,338.85	12,019.00	10,338.85	12,019.00	147,673	135,247	- 12,426	- 8.4%
Marshall Square Parking Plaza	(1)	(2)	29,812.57	31,566.97	46,579	54,298	7,719	19.1%
Mission-Bartlett Parking Plaza	315.65	366.95	34,238.90	29,319.21	249,560	217,200	-32,360	-12.9%



FACILITY	TAXES RECEIVED		TOTAL TAXES AND RENT		AUTOMOBILES PARKED		
	1968-69	1969-70	1968-69	1969-70	1968-69	1969-70	Increase (Decrease)
Portsmouth Sq. Garage	\$ 30,076.20	\$ 33,247.50	\$ 30,076.20	\$ 33,247.50	570,062	598,187	28,125
St. Mary's Sq. Garage	30,470.00	34,022.42	73,766.57	78,628.07	446,514	419,132	-27,382
7 <sup>th</sup> and Harrison Parking Plaza		1,304.32	19,137.13	30,894.53	97,690	149,484	51,794
Sutter-Stockton Garage	46,239.60	51,152.55	46,239.60	51,152.55	757,481	743,538	-13,943
Union Square Garage	63,800.00	69,564.00	726,285.07	737,567.28	872,796	890,195	17,399
Vallejo St.		(3)		18,712.31		38,592	38,592
TOTAL PROJECTS	\$315,748.74	\$389,514.47	\$1,378,751.21	\$1,521,527.52	5,723,486	6,014,743	291,257

(1) Marshall Square Parking Plaza - possessory interest tax forgiven (Resolution #697-68)

(2) Marshall Square Parking Plaza - no tax assessment made

(3) Vallejo Street Garage opened December 15, 1969 - six months' experience.





PARKING METER COLLECTIONS  
Neighborhood Facilities

<u>Facility</u>	<u>No. Meters</u>	<u>Gross Income 1968-69</u>	<u>Gross Income 1969-70</u>	<u>Increase (Decrease) \$</u>	<u>%</u>	<u>Income Totals to Date</u>
West Portal (W. Portal Ave.)	20	\$ 1,702.02	\$ 1,587.17	\$ - 114.85	- 6.7%	\$ 10,148.17
Lakeside #1 (J. Sierra & Ocean) #2 (19th Ave. & Ocean)	20 } 21 }	4,435.98	4,736.15	300.17	6.7	22,660.21
Mission (16th & Hoff)	72	7,849.26	4,678.36	-3,170.90	-40.4	33,009.70
Eureka Valley #1 (Castro) #2 (18th & Collingwood)	21 } 21 }	2,920.00	3,873.63	953.63	32.7	14,153.43
Noe Valley (24th St.)	16	867.71	1,044.32	176.61	2.0	5,350.26
Outer Irving (20th Ave) Inner Irving (8th-9th Aves.)	25 } 38 }	1,618.19	4,598.58	2,980.39	184.1	10,830.51
Geary #1 (Geary Blvd.) #2 (18th-19th Aves.)	22 } 36 }	1,971.50	3,150.33	1,178.83	59.7	11,691.89
Portola (Felton)	15	500.04	801.75	301.71	60.3	2,505.47
Clement #1 (8th Ave.) #2 (9th Ave.)	28 } 33 }	3,444.10	3,243.76	- 200.34	- 5.8	13,142.46
Mission (24th & Capp)	19	276.73 <sup>(1)</sup>	1,511.49	1,234.76	446.1	1,788.22
Marina	82		2,695.82 <sup>(2)</sup>	2,695.82	100.0	2,695.82
Polk St.	40		2,320.81 <sup>(3)</sup>	2,320.81	100.0	2,320.81
Excelsior	<u>30</u>		<u>499.08<sup>(4)</sup></u>	<u>499.08</u>	<u>100.0</u>	<u>499.08</u>
	<u>722</u>	<u>\$25,585.53</u>	<u>\$34,741.25</u>	<u>\$9,155.72</u>	<u>35.7%</u>	<u>\$130,796.03</u>



- |     |  |
|-----|--|
| (1) | Collections commenced April, 1969 - 3 months' experience |
| (2) | " " " December, 1969 - 7 months' experience              |
| (3) | " " " January, 1970 - 6 months' experience               |
| (4) | " " " April, 1970 - 2 months' experience                 |





PRESENT STATUS OF 1947 PARKING BOND FUND

Original Bond Fund (authorized 1947 and issued)	\$5,000,000.00
Transferred to Account	<u>232,684.59</u>
Appropriated	\$5,232,684.59
Expended	<u>5,230,438.41</u>
Surplus *	<u>\$ 2,246.18</u>

Unappropriated balance June 30, 1970 \$ 321,697.13

\* Account closed June 30, 1960, Surplus funds transferred to Unappropriated Account No. 1990.

Bonds outstanding June 30, 1970 \$ 570,000.00

Bonds redeemed 1969-1970 315,000.00

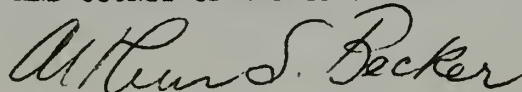
Bond interest paid 1969-1970 21,212.50

ACKNOWLEDGMENTS

The Parking Authority wishes to express its appreciation and to acknowledge the cooperation and assistance of Mayor Joseph L. Alioto; the Chief Administrative Officer; Members of the Board of Supervisors; the City Attorney; Controller; Director of Property; Director of Public Works; City Engineer; Traffic Engineer; Director of Planning; the private garage industry; the public-spirited citizens comprising the corporations sponsoring many major projects, and others who have given so generously of their time and contributed so greatly to the advancement of its program during the past year.

Respectfully submitted,

PARKING AUTHORITY OF THE CITY  
AND COUNTY OF SAN FRANCISCO



Arthur S. Becker  
Director

ENCS.



# **ANNUAL REPORT**

**1970-1971**

DOCUMENTS

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POLK DISTRICT NEIGHBORHOOD GARAGE — REDDING SCHOOL PLAYGROUND



**PARKING AUTHORITY**

**City & County of San Francisco**



PARKING AUTHORITY

DONALD MAGNIN, Chairman

EUGENE L. FRIEND\*

FRANCIS H. LOUIE

ACHILLE H. MUSCHI

JAMES A. SILVA†

MICHAEL J. McFADDEN, M.D.

SERGIO J. SCARPA

Staff:

ARTHUR S. BECKER, Director

HONORABLE JOSEPH L. ALIOTO, Mayor  
City and County of San Francisco

\*Appointed to Recreation and Park Commission September 28, 1970.  
†Appointed to Redevelopment Agency April 2, 1971.



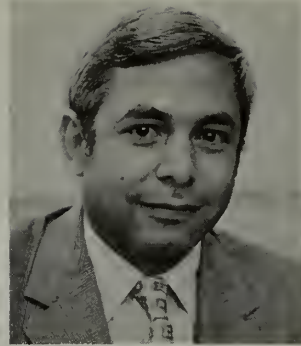


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Honorable Joseph L. Alioto, Mayor  
City and County of San Francisco  
200 City Hall  
San Francisco, California 94102



Dear Mayor Alioto:

On behalf of the Members of the Parking Authority and its Staff, I submit herewith the report of the San Francisco Parking Authority for the fiscal year 1970-1971.

During the year, two neighborhood parking facilities were completed and opened to use:

Bay View District (Palou-Mendell Streets), 15 spaces

West Portal District (Claremont-Ulloa Streets), 24 spaces

The inclusion of the afore-mentioned lots in the Neighborhood Off-Street Parking Program brings to 21 the number of facilities now operational and to 759 the number of spaces available to the parking public.

In an attempt to satisfy the parking demand now existing at the westerly end of the Union Street shopping area, the Authority recommended the construction of a lot at the southeast corner of Filbert and Fillmore Streets. The Board of Supervisors referred the matter back to the Authority, and we await the results of a re-survey of the area by the City Traffic Engineer.

Other areas of activity include:

The installation of bicycle racks in the Civic Center Plaza Garage, and the provision therein of specific spaces for the parking of motorcycles.

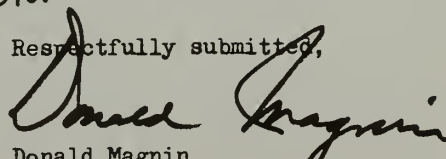
Approval of the offer of the City of San Francisco Uptown Parking Corporation to construct an additional 500 stalls at the Sutter-Stockton Garage.

The monitoring of the effect of the 25% San Francisco Municipal Parking Tax on public and private garage revenues. The Authority has been charged with the responsibility for reporting periodically on this matter to the Board of Supervisors.

With few exceptions, the pressing needs of the neighborhood areas have now been satisfied, and it is, I think, appropriate that we again direct our attention to the downtown "core" area. With this in mind, the Staff of the Authority has met with the various City traffic agencies and with the Traffic Committee of the San Francisco Chamber of Commerce in order to develop a program which would provide turnover parking spaces to supplement those now serving the "core" area. Only those measures which are compatible with the planning, ecological and traffic requirements of the City are being considered. Formal public hearings will be held on the subject within the near future.

The Authority wishes to dedicate this report to the memory of Deputy City Attorney Roland J. Henning who died in November of 1970. Mr. Henning, in his capacity as Legal Counsel to the Authority, served with great distinction during the period of 1963 to 1970.

Respectfully submitted,

  
Donald Magnin  
Chairman







JOSEPH L. ALIOTO, MAYOR

# THE PARKING AUTHORITY CITY AND COUNTY OF SAN FRANCISCO

450 McALLISTER STREET - ROOM 603  
SAN FRANCISCO, CALIFORNIA 94102  
(415) 558-3651

## MEMBERS:

DONALD MAGNIN  
CHAIRMAN

FRANCIS H. LOUIE  
MICHAEL J. McFADDEN, M.D.  
ACHILLE H. MUSCHI  
SERGIO J. SCARPA

...

ARTHUR S. BECKER  
DIRECTOR

## STATEMENT OF ACTIVITIES OF THE PARKING AUTHORITY City and County of San Francisco Fiscal year ending June 30, 1971

The report of the Parking Authority for the fiscal year 1970-1971, together with supplemental information, is herewith respectfully submitted.

The financial status is set forth in attached copies of the Authority's four (4) Quarterly Reports.

### PARKING AUTHORITY ORGANIZATION

The San Francisco Parking Authority is composed of:

Five Members appointed for four-year terms by the Mayor and approved by the Board of Supervisors.

Staff composed of three members, consisting of the Director, and two Secretaries.

### PARKING AUTHORITY BUDGET

1969-1970	\$40,856
1970-1971	\$43,242
Past ten-year average	\$42,907

### PARKING AUTHORITY FUNCTION

The Parking Authority functions like a department of the City and County government and is directly responsible to the Mayor and the Board of Supervisors of the City and County of San Francisco.

In its present capacity, it is responsible for advising and making recommendations to the Mayor and Board of Supervisors on matters pertaining to the off-street parking program. Where required, the Authority also acts as an agent for the City and County government in carrying out off-street parking programs approved by the City administration.



**THE GOVERNMENT OF INDIA**  
**MINISTRY OF DEFENCE**  
**OFFICE OF THE SECRETARY**

The following information is being furnished for your information and for the information of the Government of India.

The information is being furnished for your information and for the information of the Government of India.

**DETAILS OF THE INFORMATION**

The information is being furnished for your information and for the information of the Government of India.

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Function No. 1: Investigative and recommendatory work required for the development of new off-street parking facilities throughout San Francisco.

Function No. 2: To make recommendation to the Mayor and Board of Supervisors regarding parking rates and charges and the operational procedures and regulations in force at each of the City and County off-street parking facilities for which it is responsible.

POLICY, PROGRAM AND ACCOMPLISHMENTS

The major accomplishments and activities of the Authority for the past year are shown below. These have been classified according to the Authority's policy and program adopted February 8, 1950.

Policy Point No. 1: Stimulation of and cooperation with private enterprise to finance and construct the facilities required under the off-street parking program.

New parking facilities reported completed and placed in operation during fiscal year 1970-1971: 1,148 stalls

These additions brought the total of new off-street parking spaces provided under this phase of the Authority program since October 6, 1949, to 24,970 stalls

Policy Point No. 2: Public cooperation with private enterprise to provide off-street parking by public provision of garage sites and private provision of the construction financing.

Constructed and in Operation in this Category

The following parking facilities have been financed and built as cooperative projects between the City and private business:

<u>Name</u>	<u>Date Completed</u>	<u>Stall Capacity</u>	<u>Land Cost</u>	<u>Construction Cost</u>	<u>Total Project Cost</u>
Union Square Garage	September 11, 1942	1,081	\$ -0-	\$1,646,331	\$1,646,331*
Marshall Square Parking Plaza	November 1, 1948	111	-0-	-0-	-0-





<u>Name</u>	<u>Date Completed</u>	<u>Stall Capacity</u>	<u>Land Cost</u>	<u>Construction Cost</u>	<u>Total Project Cost</u>
Civic Center Auto Park	December 18, 1953	276	-0-	\$ 31,000	\$ 31,000
St. Mary's Sq. Garage	May 12, 1954	828	\$ 417,513	2,300,000	2,717,513
Forest Hill Parking Plaza	July 1, 1957	13	-0-	-0-	-0-
Ellis-O'Farrell Garage	August 5, 1957	900	-0-	-0-	2,800,000**
Fifth & Mission Garage	August 28, 1958	938	1,690,970	2,966,697	4,657,667
Civic Center Plaza Garage	March 1, 1960	840	-0-	4,298,822	4,298,822
Sutter-Stockton Garage	November 19, 1960	870	2,665,069	3,837,177	6,502,246
Fifth & Mission Garage Expansion I	November 21, 1961	534	-0-	1,000,000	1,000,000
Portsmouth Sq. Garage	August 24, 1962	504	-0-	3,181,500	3,181,500
Golden Gateway Garage	December 21, 1966	1,000	1,090,000	6,135,000	7,225,000
Japanese Cultural Center Garage	February 16, 1968	850	256,640	3,750,000	4,006,640
Fifth & Mission Garage Expansion II	February 6, 1970	316	258,100	1,188,700	1,446,800

\*All debts of the Union Square Garage Corporation have been retired, and effective August 31, 1961, it assigned all of its interest in the Management and Occupancy Agreement to the City. After transferring its remaining assets to the City, the Union Square Garage Corporation filed a certificate of winding up and dissolution with the Secretary of State. A new operating lease was executed between the City and a private garage operator for a period of ten years and nine months commencing October 1, 1967.

\*\*Privately financed and operated until July 20, 1965, at which time it was acquired by the City.





Under Development in this Category

Sutter-Stockton Garage Expansion

This project is being developed jointly by the City of San Francisco Uptown Parking Corporation and the Parking Authority, subject to approval by the City.

A Letter of Intent has been received from the Corporation to finance and construct the expansion of the present garage by approximately 500 additional stalls. This is to be accomplished by using the land presently occupied by the City's Department of Social Services at the southeast corner of Bush and Stockton Streets and relocating this department to more modern offices at 1680 Mission and 150 Otis Streets.

The proposal has been approved by the Capital Improvement Advisory Committee. Hearings are being scheduled by the appropriate committees of the Board of Supervisors.

Present estimates indicate the following physical and financial facts:

Location: 585 Bush Street, at the southeast corner of  
Stockton and Bush Streets.

Size: Approximately 200,000 square feet

Additional parking stalls: 500

Total parking stalls: 1,370

Estimated cost of land acquisition: \$1,000,000

Estimated construction cost: \$4,100,000

Architects: Lackey, Sokoloff, Hamilton & Blewett

Engineers: H. J. Degenkolb & Associates

Operator: City of San Francisco Uptown Parking Corporation

Management: System Auto Parks & Garages, Inc.

Operation: Self-parking

Parking rates: 25¢ each hour for first 3 hours  
35¢ each additional hour  
\$3.00 maximum for 24 hours  
\$37.50 monthly

Evening rates: 75¢ (6 PM-2:30 AM)  
Overnight (6 PM-10 AM) \$1.00

Sunday: 6 AM-6 PM) 15¢ first hour  
15¢ each addl. hour  
50¢ maximum



### Yerba Buena Garages

Following a formal presentation by the Redevelopment Agency to the Parking Authority, hearings will be scheduled on the two Central Blocks parking garages - 2,000-stall capacity each, at an approximate cost of \$24 million.

### Fiscal Developments in this Category

#### Civic Center Plaza Garage

At the request of the Board of Supervisors, the Parking Authority conducted hearings on the possibility of installing bicycle racks in City-owned garages and levying an appropriate charge for their use; also the possibility of allocating space for motorbikes and motorcycles with an appropriate rate to be charged.

Legislation was approved for installation of bicycle racks in this facility with a flat fee of 20¢ to be charged; and use of a specified area for motorbikes and motorcycles at a rate of 25¢ hourly, 45¢ maximum for 24 hours and \$7.00 monthly.

#### San Francisco Municipal Parking Tax

Legislation imposing a tax of 25% on the parking of motor vehicles in off-street parking facilities became effective October 1, 1970. A comparison of San Francisco's municipal garages for the nine months' period from October, 1970 through June, 1971 shows a decrease in automobiles parked of 8,856, and a decrease in income of \$144,924.69. The Parking Authority is continuing a close surveillance on this measure and its effect on the parking industry.

The capacity of the foregoing off-street parking projects completed or under development jointly by government and private business under the Parking Authority program to date totals 9,561 parking stalls.

Policy Point No. 3: Direct public financing and construction, including site acquisition, where private construction was not or could not be undertaken.

The 8,500 special event parking stalls at Candlestick Park are considered a special case and are not carried as an increment of the general parking program.

### Constructed and in Operation in this Category

Mission-Bartlett Parking Plaza	250 stalls
*Lakeside Village Parking Plazas I and II	49 stalls
Seventh and Harrison Parking Plaza	<u>270 stalls</u>
	<u>569 stalls</u>





\*The City originally acquired the sites for the two Lakeside Village neighborhood lots located at Ocean Avenue and Junipero Serra Boulevard and Ocean and Nineteenth Avenues, constructed parking lots thereon and leased them to the Lakeside Village Merchants' Association for a period of twenty years, commencing October 1, 1956. On January 28, 1965, the merchants' association requested the City and County of San Francisco to cancel the existing lease on the two lots and include them in the Neighborhood Off-Street Parking Program. In March, 1965, the Lakeside Village Parking Plazas I and II were designated as municipal off-street parking lots and parking meter regulations were established for their operation.

#### Neighborhood Shopping District Parking Facilities

The basic parking program adopted by the Parking Authority on August 31, 1961 for the neighborhood shopping districts of the City will be a major addition to parking facilities provided under this category of direct public financing and construction. The program comprises:

25 public parking lots, and  
4 public parking garages, in  
17 neighborhood shopping districts, with  
1,102 parking stall total capacity, for  
\$5,843,375 estimated approximate cost

The Vallejo Street Garage was officially opened December 15, 1971 and is the first facility in the Neighborhood Off-Street Parking Program to be leased for operation by a professional operator - Savoy Auto Parks and Garages, Inc. - at a monthly rental of 63.69% of the gross revenues. Legislation amending the parking rates to include monthly parking was approved May 14, 1971.

In the Union Street neighborhood district, the Parking Authority designated a site to accommodate 53 automobiles at a cost of \$473,600 at the corner of Fillmore and Filbert Streets. This project was referred to the Board of Supervisors by the Streets and Transportation Committee without recommendation. The matter was referred back to Committee by the Board and by Committee referral back to the Parking Authority for further study and investigation. A re-survey of this area by the City Engineer was requested and his report is expected momentarily.

Upon completion of the neighborhood parking program, the number and capacity of parking facilities constructed under this category will be:

Number of facilities	31
Number of parking stalls	1,616



Financing Time Schedule

1. The Controller of the City and County of San Francisco has estimated that the basic program can be financed in its entirety from moneys now on deposit in our "Off-Street Parking Fund," plus the estimated increments which will be realized up to July 1, 1971. These are accruing from parking meter revenues at the rate of approximately \$400,000 a year.
2. The Neighborhood Parking Program, providing off-street parking facilities in these neighborhood districts, is as follows:

Projects approved and in operation: 21

<u>District</u>	<u>Parking Stalls</u>	<u>Cost</u>
Eureka Valley (Castro Street)	21	\$ 79,773
Eureka Valley (Collingwood Street)	21	143,838
West Portal (West Portal Avenue)	20	135,490
West Portal (Claremont-Ulloa Streets)	24	201,022
Geary (Geary Boulevard)	22	101,133
Geary (18th-19th Avenues)	36	164,486
Inner Irving (8th-9th Avenues)	36	208,392
Outer Irving (20th Avenue)	25	111,017
Noe Valley (24th Street)	16	53,948
Portola (Felton Street)	15	42,451
Mission (16th and Hoff Streets)	72	284,096
Mission (24th and Capp Streets)	19	91,956
Clement (8th Avenue)	33	153,255
Clement (9th Avenue)	28	108,441
*Lakeside (Junipero Serra and Ocean Avenue)	20	42,035
*Lakeside (19th and Ocean Avenues)	21	
North Beach (Vallejo Street)	163	967,695
Marina (Pierce Street)	82	871,094
Polk (Redding School)	40	260,000
Excelsior (Norton-Harrington Streets)	30	131,225
Bayview (Palou-Mendell Streets)	<u>15</u>	<u>91,828</u>
	759	\$4,243,175

Projects re-referred and under study: 3

Haight-Ashbury (Haight-Cole Streets)	32	\$ 138,600
Polk (Sacramento Street)	56	243,000
Union (Fillmore-Filbert Streets)	<u>53</u>	<u>473,600</u>
	141	\$ 855,200

\*Transferred to Neighborhood Off-Street Parking Program  
March, 1965.





Projects requiring new site recommendations, primarily because of interim changes in original use: 5

<u>District</u>	<u>Parking Stalls</u>	<u>Cost</u>
Clement (6th Avenue)	28	\$ 74,500
Outer Irving (23rd Avenue)	40	213,000
Portola (San Bruno Avenue)	22	47,000
Mission (18th and Capp Streets)	38	154,000
Mission (Capp near 20th Street)	<u>74</u>	<u>256,500</u>
	202	\$ 745,000
	<u>1,102</u>	<u>\$5,843,375</u>

Accomplishments to date under the foregoing program may be summarized as follows:

Policy Point No. 1: (Private financing)

1. Completed

a. 1970-1971	1,148 stalls
b. 1949-1970	<u>23,822</u> "
c. Total	24,970 "

11. Total under No. 1 24,970 stalls

Policy Point No. 2: (Public-private financing)

1. Completed

a. 1970-1971	-0- stalls
b. 1949-1970	<u>9,061</u> "
c. Total	9,061 "

11. Under development

a. 1970-1971 500 stalls

111. Total under No. 2 9,561 stalls

Policy Point No. 3: (Public financing)

1. Completed

a. 1970-1971	39 stalls
b. 1949-1970	<u>1,248</u> "
c. Total	1,287 "



THE UNIVERSITY OF CHICAGO  
DEPARTMENT OF CHEMISTRY  
RESEARCH REPORT

1. Title: *Study of the reaction of hydrogen peroxide with various metal ions in aqueous solution.*

2. Author: *John Doe*

3. Date: *March 15, 1960*

4. Abstract: *This report describes the study of the reaction of hydrogen peroxide with various metal ions in aqueous solution. The reaction was studied at different concentrations of hydrogen peroxide and metal ions. The results show that the reaction is first order with respect to the concentration of hydrogen peroxide and zero order with respect to the concentration of metal ions.*

5. Introduction: *The reaction of hydrogen peroxide with metal ions is a well-known reaction. It is used in many industrial processes and in the laboratory. The reaction is also of interest in the study of the mechanism of the reaction of hydrogen peroxide with organic compounds.*

6. Experimental: *The reaction was studied in aqueous solution at different concentrations of hydrogen peroxide and metal ions. The reaction was followed by measuring the rate of disappearance of hydrogen peroxide. The results are shown in Table I.*

Concentration of $H_2O_2$ (M)	Concentration of Metal Ion (M)	Rate of Disappearance of $H_2O_2$ (M/min)
0.01	0.001	0.001
0.02	0.001	0.002
0.04	0.001	0.004
0.08	0.001	0.008
0.16	0.001	0.016
0.32	0.001	0.032
0.64	0.001	0.064
1.28	0.001	0.128
2.56	0.001	0.256
5.12	0.001	0.512
10.24	0.001	1.024
0.01	0.002	0.001
0.01	0.004	0.001
0.01	0.008	0.001
0.01	0.016	0.001
0.01	0.032	0.001
0.01	0.064	0.001
0.01	0.128	0.001
0.01	0.256	0.001
0.01	0.512	0.001
0.01	1.024	0.001

7. Results: *The results show that the reaction is first order with respect to the concentration of hydrogen peroxide and zero order with respect to the concentration of metal ions. The rate of disappearance of hydrogen peroxide increases linearly with the concentration of hydrogen peroxide.*

8. Discussion: *The reaction of hydrogen peroxide with metal ions is a well-known reaction. It is used in many industrial processes and in the laboratory. The reaction is also of interest in the study of the mechanism of the reaction of hydrogen peroxide with organic compounds.*

9. Conclusion: *The reaction of hydrogen peroxide with metal ions is a well-known reaction. It is used in many industrial processes and in the laboratory. The reaction is also of interest in the study of the mechanism of the reaction of hydrogen peroxide with organic compounds.*

10. References: *1. J. Doe, J. Chem. Phys., 28, 123 (1958).  
2. J. Doe, J. Chem. Phys., 29, 456 (1959).  
3. J. Doe, J. Chem. Phys., 30, 789 (1960).*

11. Under development	
a. 1970-1971	343 stalls
111. Total under No. 3	<u>1,630 stalls</u>
GRAND TOTAL	<u>36,161 stalls</u>

The actual and projected total cost of this program is approximately \$55 million, of which, under the Parking Authority's program and policy, only about \$9 million will have required public financing; roughly only about 16% of the total.

PRESENT STATUS OF 1947 PARKING BOND FUND

Original Bond Fund (authorized 1947 and issued)	\$5,000,000.00
Transferred to Account	<u>232,684.59</u>
Appropriated	\$5,232,684.59
Expended	<u>5,230,438.41</u>
Surplus *	\$ <u>2,246.18</u>

Unappropriated balance June 30, 1971                      \$ 344,318.52

\* Account closed June 30, 1960, Surplus funds transferred to Unappropriated Account No. 1990.

Bonds outstanding June 30, 1971	\$ 260,000.00
Bonds redeemed 1970-1971	\$ 310,000.00
Bond interest paid 1970-1971	\$ 13,800.00



COMPARATIVE STATEMENTS  
San Francisco Municipal Parking Facilities  
1970-71

FACILITY	GROSS INCOME		RENT PAID CITY		Increase (Decrease)
	1969-70	1970-71	1969-70	1970-71	
Civic Center Auto Park	\$ 118,770.10	\$ 125,708.11	\$ 6,938.01	\$ 5.8%	\$ 4,376.03 4.2%
Civic Center Garage	409,895.36	435,727.95	25,832.59	6.3%	*
Ellis-O'Farrell Garage	749,022.13	753,250.88	4,228.75	0.5%	*
Forest Hill Parking Plaza	804.00	804.00	804.00		804.00
5th & Mission Garage	867,829.37	869,878.07	2,048.70	0.2%	*
Golden Gateway Garage	831,272.67	796,072.48	-35,200.19	- 4.2%	*
Japanese Cultural Center Garage	142,388.33	136,152.04	- 6,236.29	- 4.4%	*
Marshall Square Parking Plaza	46,547.40	52,083.10	5,535.70	11.8%	33,200.64 1,633.67 5.2%
Mission-Bartlett Parking Plaza	54,628.04	45,292.98	- 9,335.06	-17.1%	24,005.67 - 4,946.59 17.1%
Portsmouth Square Garage	652,336.02	615,093.48	-37,242.54	- 5.7%	*
St. Mary's Square Garage	1,030,435.06	944,327.63	-86,107.43	- 8.3%	40,945.44 - 3,660.21 - 8.2%
7th & Harrison Parking Plaza	41,853.21	33,693.49	- 8,159.72	-19.5	23,821.35 - 5,768.86 -19.5%





FACILITY	GROSS INCOME			RENT PAID CITY		
	1969-70	1970-71	Increase (Decrease)	1969-70	1970-71	Increase (Decrease)
Sutter-Stockton Garage	\$ 804,970.61	\$ 838,959.15	\$ 33,988.54 4.2%	\$ *	\$ *	
Union Square Garage	1,445,320.26	1,247,300.38	-198,019.88 -13.7%	668,003.28	629,344.41	\$38,658.87 - 5.8%
Vallejo Street	29,980.78**	67,435.90	37,455.12 124.9%	18,712.31	42,927.14	24,214.83 128.4%
TOTAL PROJECTS	\$7,226,053.34	\$6,961,779.64	-\$264,273.70 - 3.6%	\$925,914.02	\$903,104.02	-\$22,810.00 - 2.4%

\* In the case of Civic Center Plaza Garage, Ellis O'Farrell Garage, 5<sup>th</sup> and Mission Garage, Golden Gateway Garage, Japanese Cultural Center Garage and Sutter Stockton Garage, under the contract, the rent payable to the City annually is an amount equal to 100% of net income after the payment of operating costs and debt service charges. Portsmouth Square Garage pays 103% of their net income after expenses.

\*\* Vallejo Street Garage opened December 15, 1969 - six months' experience.



FACILITY	TAXES RECEIVED		TOTAL TAXES AND RENT		AUTOMOBILES PARKED		
	1969-70	1970-71	1969-70	1970-71	1969-70	1970-71	Increase-Decrease
Civic Center Auto Park	\$ 1,662.37	\$ 602.00	\$ 105,341.71	\$ 108,657.37	121,599	123,132	1,533 1.3%
Civic Center Garage					423,243	438,662	15,419 3.6%
Ellis O'Farrell Garage	50,127.00	63,138.00	50,127.00	63,138.00	446,826	450,905	4,079 0.9%
Forest Hill Parking Plaza			804.00	804.00	22,950	22,950	
5th & Mission Garage	49,794.52	86,310.00	49,794.52	86,310.00	1,195,467	1,266,244	70,777 6.3%
Golden Gateway Garage	85,727.00	104,675.00	85,727.00	104,675.00	366,605	340,260	-26,345 - 7.2%
Japanese Cultural Center Garage	12,019.00	23,396.00	12,019.00	23,396.00	135,247	122,570	-12,677 - 9.4%
Marshall Square Parking Plaza	(1)	2,435.00	31,566.97	35,635.64	54,298	49,998	- 4,300 - 7.9%
Mission-Bartlett Parking Plaza	366.95	548.00	29,319.21	24,553.67	217,200	190,309	-26,891 -12.4%
Portsmouth Square Garage	33,247.50	38,139.00	33,247.50	38,139.00	598,187	603,896	5,709 0.9%
St. Mary's Square Garage	34,022.42	35,831.00	78,628.07	76,776.44	419,132	361,311	-57,821 -13.8%
7th & Harrison Parking Plaza	1,304.32	1,442.00	30,894.53	25,263.35	149,484	101,143	-48,341 -32.3%
Sutter Stockton Garage	51,152.55	55,831.00	51,152.55	55,831.00	743,538	779,123	35,585 4.8%
Union Square Garage	69,564.00	70,510.00	737,567.28	699,854.41	890,195	855,582	-34,613 - 3.9%



FACILITY	TAXES RECEIVED		TOTAL TAXES AND RENT		AUTOMOBILES PARKED		
	1969-70	1970-71	1969-70	1970-71	1969-70	1970-71	Increase-Decrease
Vallejo Street	\$ (2)	\$ 4,070.00	\$ 18,712.31	\$ 46,997.14	38,592	101,689	63,097 173.5%
TOTAL PROJECTS	\$388,987.63	\$486,927.00	\$1,521,527.52	\$1,390,031.02	5,822,563	5,807,774	14,789 0.2%

- (1) Marshall Square Parking Plaza - no tax assessment made
- (2) Vallejo Street Garage opened December 15, 1969 - six months' experience





PARKING METER COLLECTIONS  
Neighborhood Facilities

Facility	No. Meters	Gross Income		Increase (Decrease)		Income Totals to Date
		1969-70	1970-71	#	%	
West Portal (W. Portal Ave.)	20	\$ 1,587.17	\$ 1,832.32	\$ 245.15	15.4	\$ 11,980.49
Lakeside #1 (J. Serra & Ocean)	20}					
#2 (19 <sup>th</sup> Ave. & Ocean)	21}	4,736.15	3,552.60	-1,183.55	-24.9	26,212.81
Mission (16 <sup>th</sup> & Hoff)	72	4,678.36	4,547.95	- 130.41	- 2.7	37,557.65
Eureka Valley #1 (Castro)	21}					
#2 (18 <sup>th</sup> & Collingwood)	21}	3,873.63	3,578.62	- 295.01	- 7.6	17,732.05
Noe Valley (24 <sup>th</sup> St.)	16	1,044.32	1,253.54	209.22	20.0	6,603.80
Outer Irving (20 <sup>th</sup> Ave.)	25}					
Inner Irving (8 <sup>th</sup> -9 <sup>th</sup> Aves.)	38}	4,598.58	1,413.77 3,393.20	208.39	4.5	15,637.48
Geary #1 (Geary Blvd.)	22}					
#2 (18 <sup>th</sup> -19 <sup>th</sup> Aves.)	36}	3,150.33	4,345.95	1,195.62	37.9	16,037.84
Portola (Felton)	15	801.75	744.59	- 57.16	- 7.1	3,250.06
Clement #1 (8 <sup>th</sup> Ave.)	28}					
#2 (9 <sup>th</sup> Ave.)	33}	3,243.76	2,483.04	- 760.72	-23.4	15,625.50
Mission (24 <sup>th</sup> & Capp)	19	1,511.49	1,757.64	246.15	16.3	3,545.86
Marina (Pierce St.)	82	2,695.82 <sup>(1)</sup>	5,294.71	2,598.89	96.4	7,990.53
Polk (Redding School)	40	2,320.81 <sup>(2)</sup>	4,219.80	1,898.99	81.8	6,540.61
Excelsior	<u>30</u>	<u>499.08<sup>(3)</sup></u>	<u>3,554.71</u>	<u>3,055.63</u>	<u>612.2</u>	<u>4,053.79</u>
	722	\$34,741.25	\$41,972.44	\$7,231.19	<u>20.8</u>	\$172,768.47

(1) Collections commenced December, 1969 - 7 months' experience      (3)  
 (2) " " January, 1970 - 6 months' experience      Collections commenced April, 1970 -  
 2 months' experience



ACKNOWLEDGMENTS

The Parking Authority wishes to express its appreciation and acknowledge the cooperation and assistance of Mayor Joseph L. Alioto; the Chief Administrative Officer; Members of the Board of Supervisors; the City Attorney; Controller; Director of Property; Director of Public Works; City Engineer; Traffic Engineer; Director of Planning; the private garage industry; the public-spirited citizens comprising the corporations sponsoring many major projects, the others who have given so generously of their time and contributed so greatly to the advancement of its program during the past year.

Respectfully submitted,

PARKING AUTHORITY OF THE CITY  
AND COUNTY OF SAN FRANCISCO

A handwritten signature in cursive script, reading "Arthur S. Becker".

Arthur S. Becker  
Director

Encs.

















